

OCTOBER 23, 1953

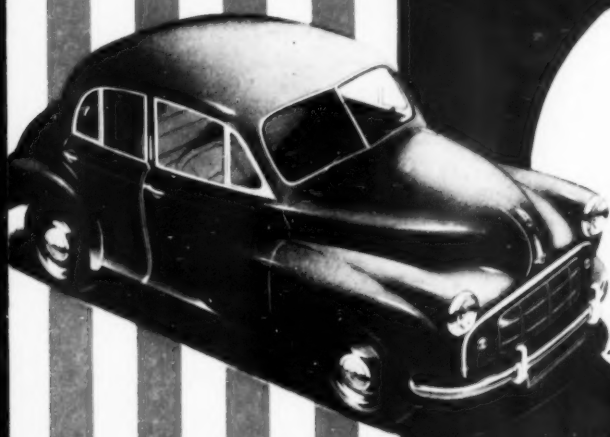
LONDON SHOW REPORT

2/-

# *The Autocar*

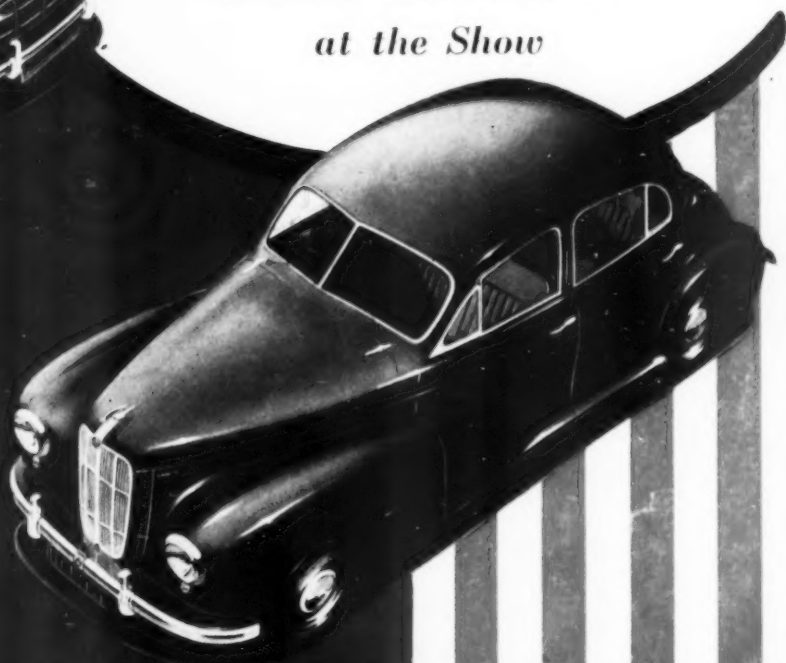
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	Nicaragua	
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Belgia Congo	Mauritius	Tanger
Egypt	Mozambique	Togoland
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*The Journal, October 24, 1952*

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and  
you'll say

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-that's my car!

AT THE MOTOR SHOW STAND 153

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# AUSTIN



## A30 SEVEN

Introducing the new 2-door version of the world's best-loved car. Lively 800 cc. four-cylinder O.H.V. engine. Acceleration from rest to 50 m.p.h. in 23 secs. Ample space for four and luggage. Also available as a 4-door saloon.



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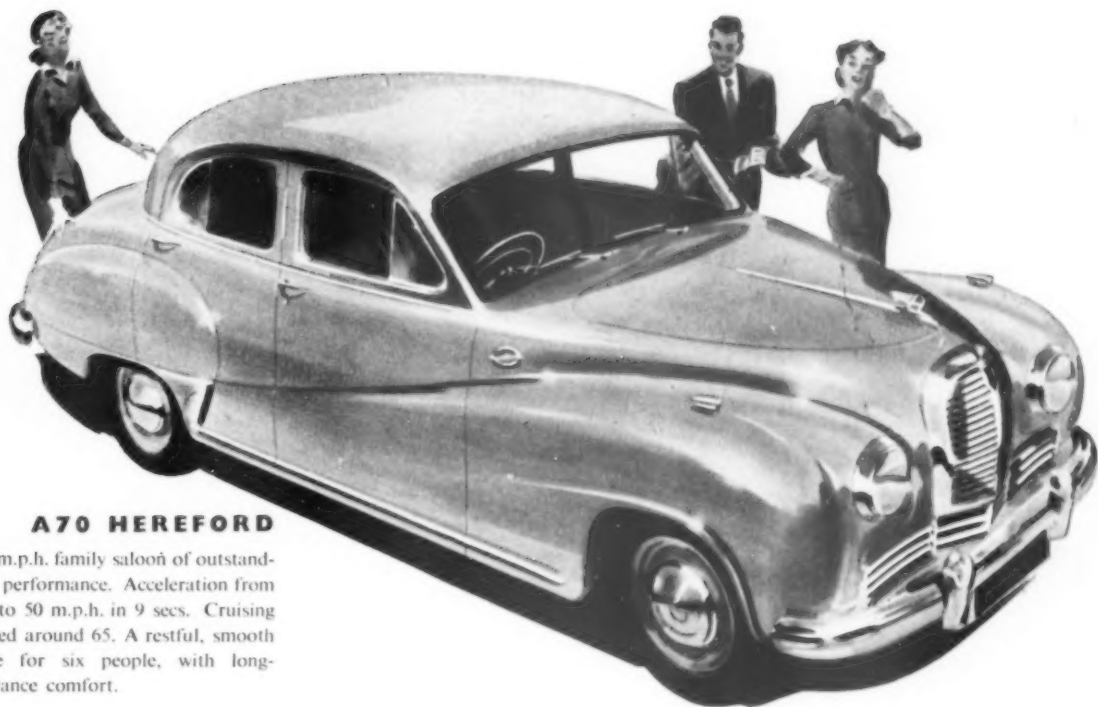
## A40 SOMERSET COUPE

Coupé version of the A40 Somerset for open-car enthusiasts. Manually operated hood of coloured proofed fabric. Hood can be quickly raised and lowered, locks in 3 positions.



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## STAND 158



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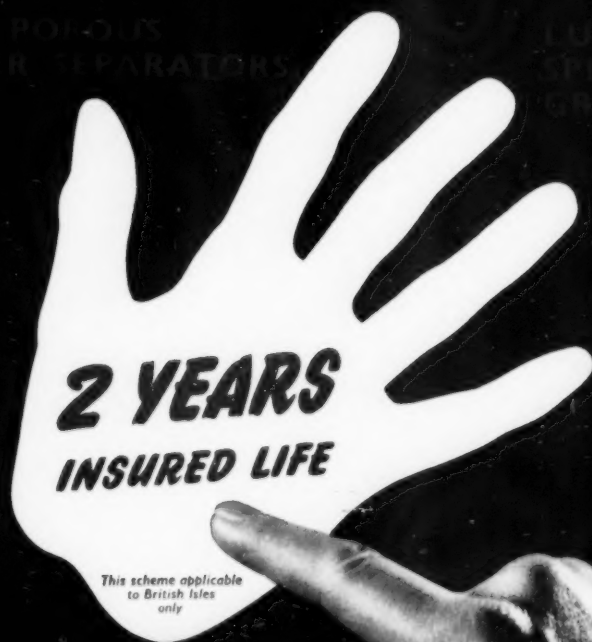
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*The Autocar*, October 23, 1953



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## They won—with flying colours!

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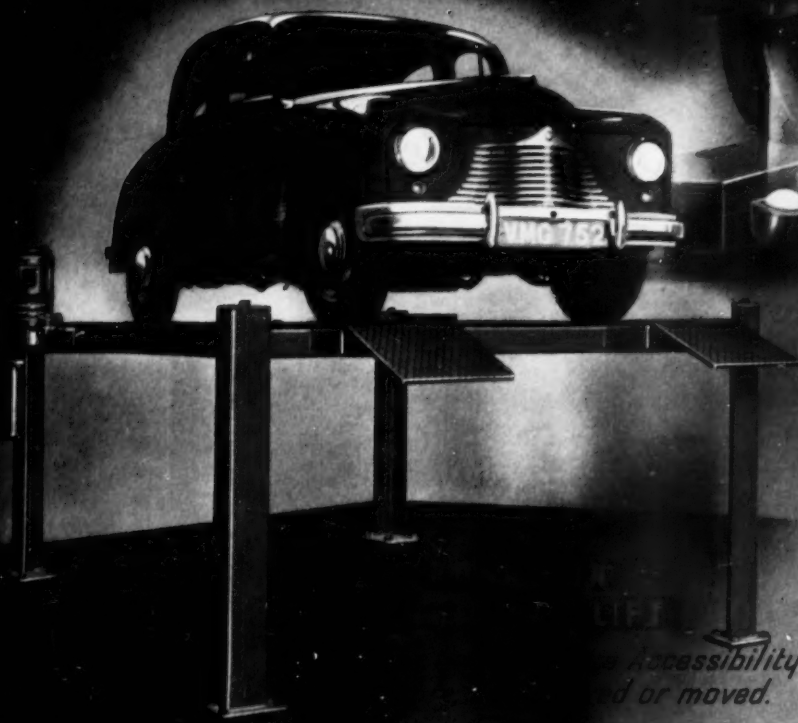


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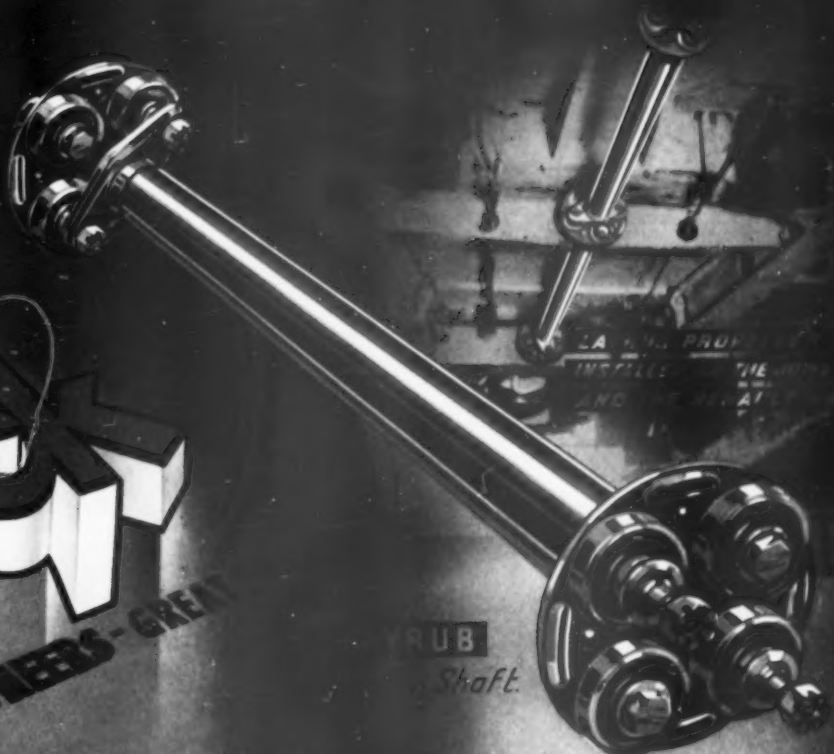
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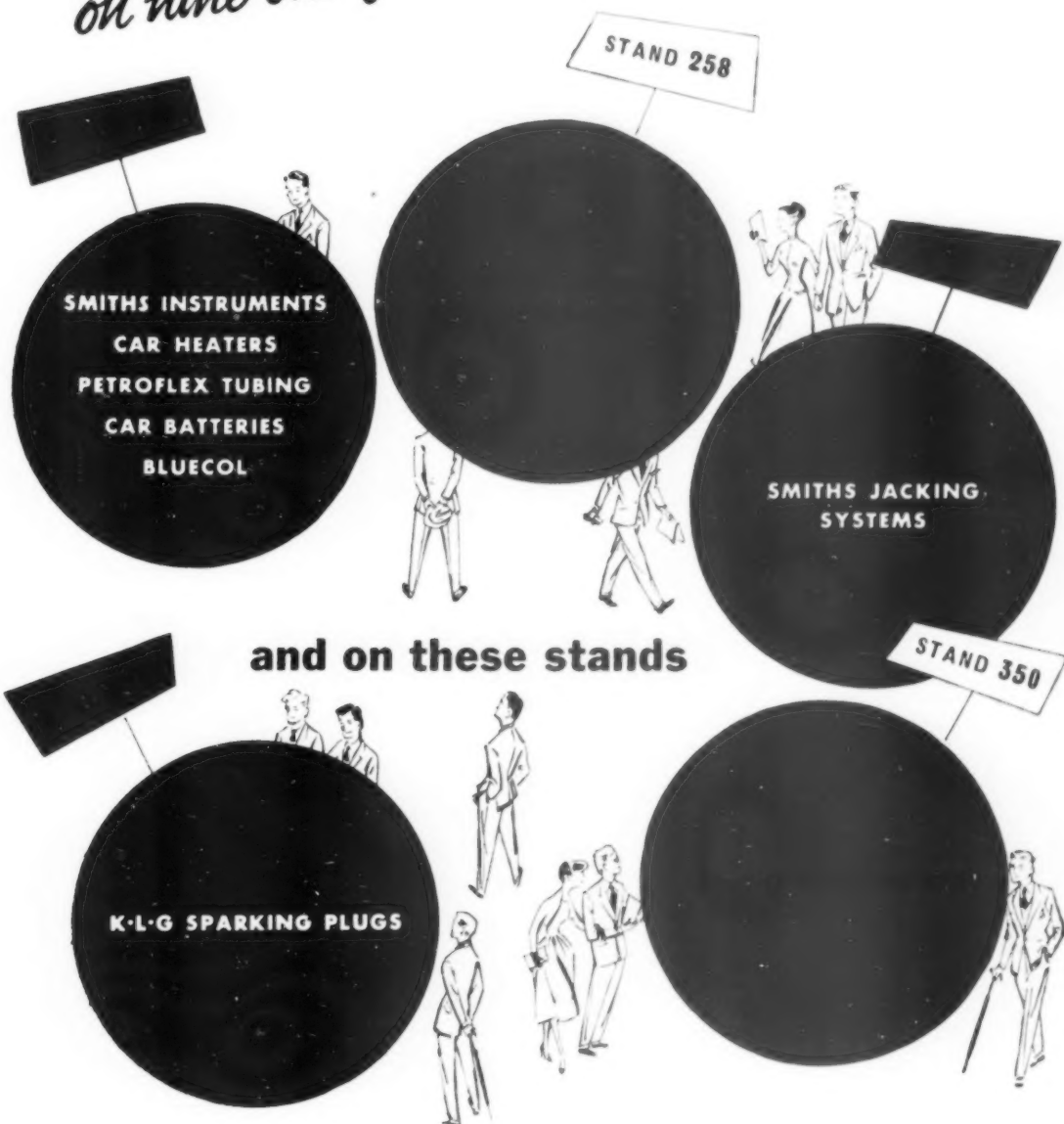
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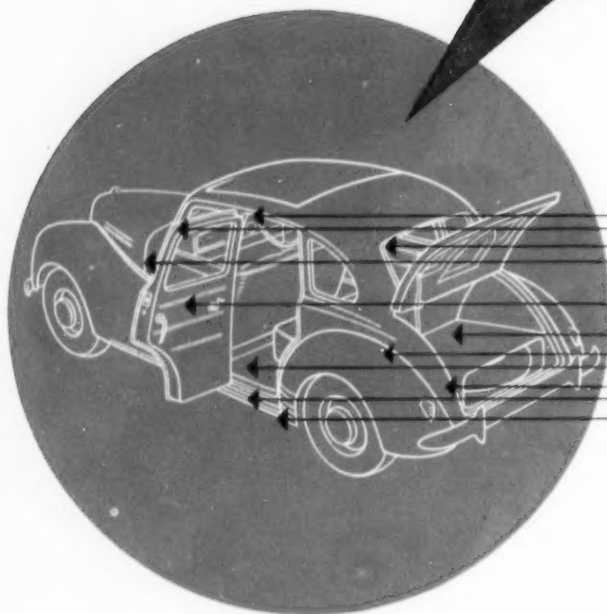


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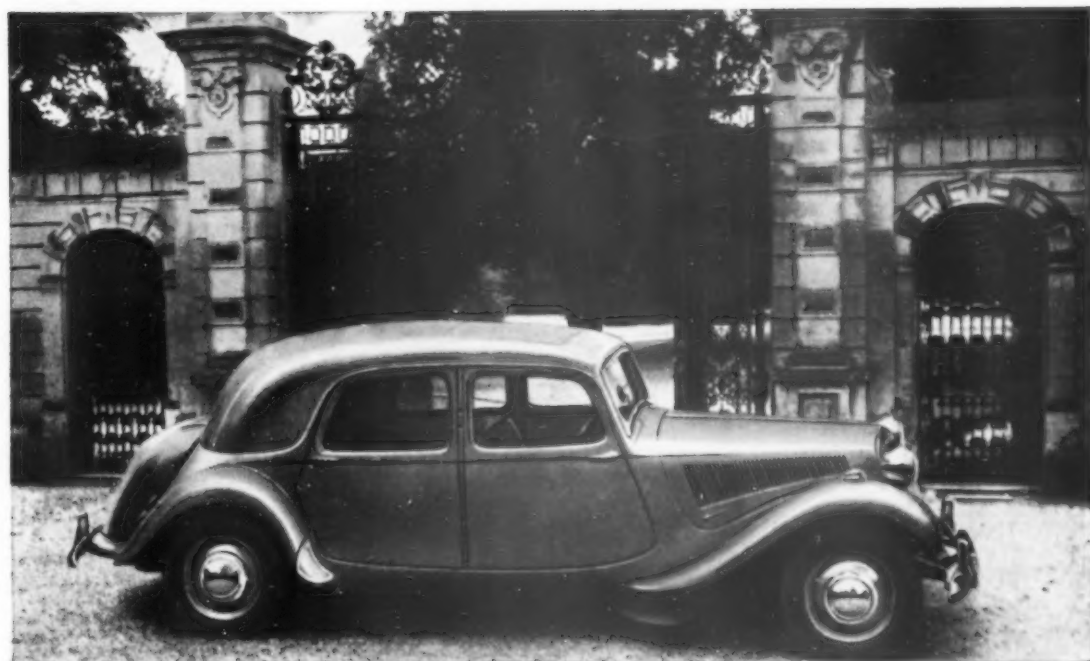
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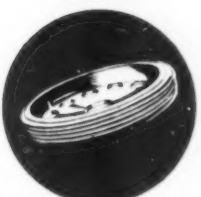




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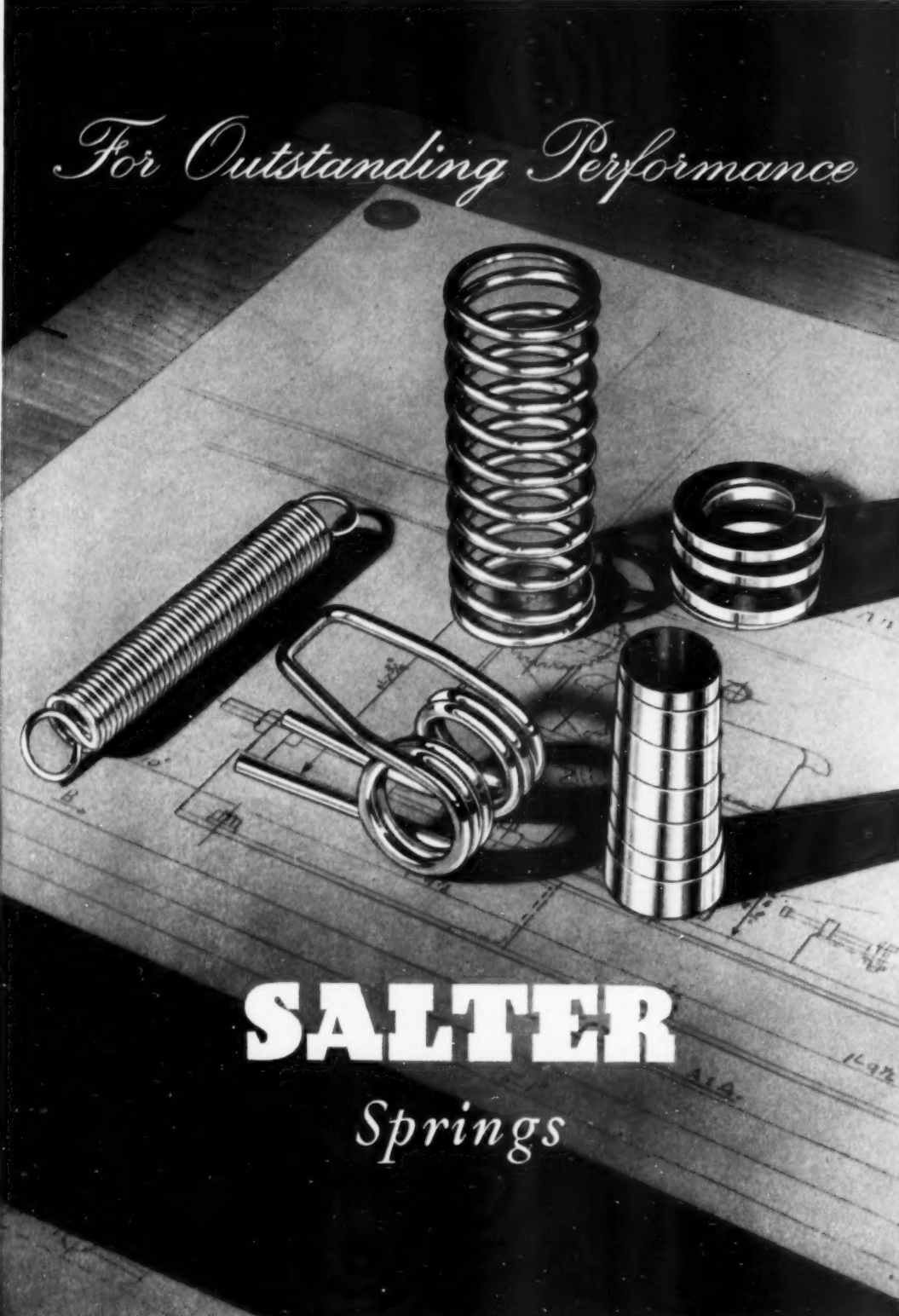
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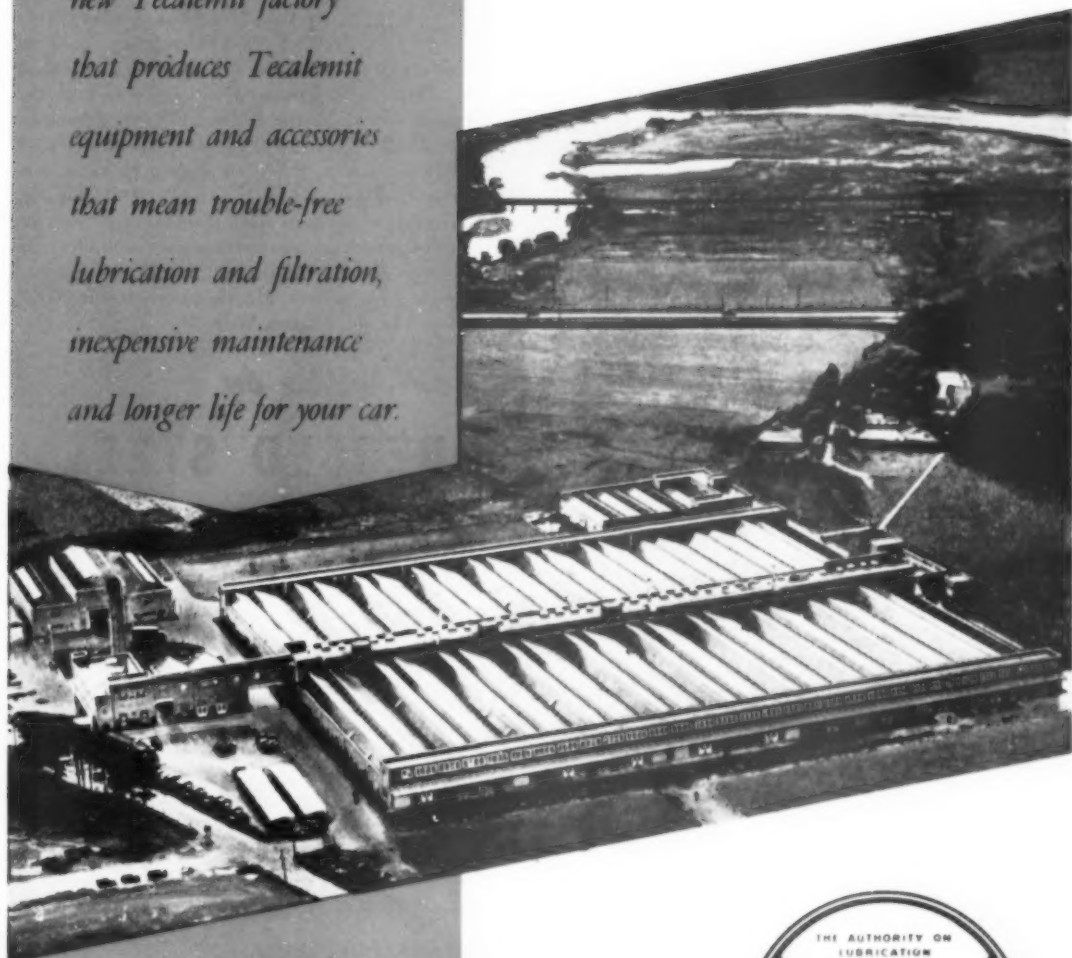
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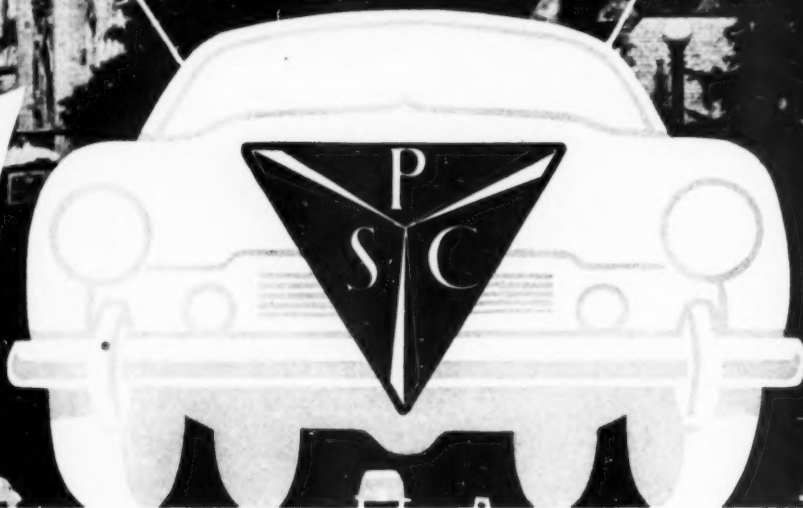
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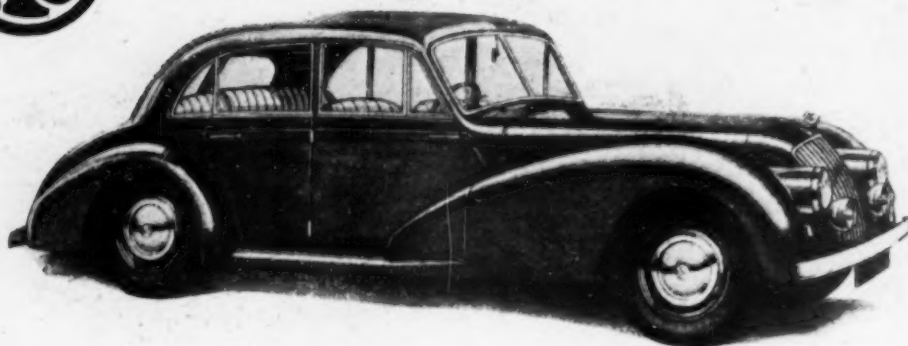
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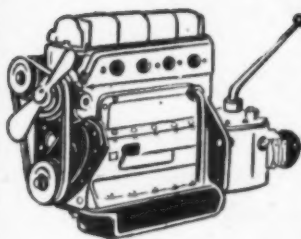
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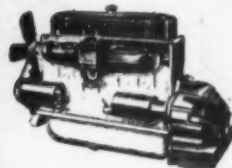


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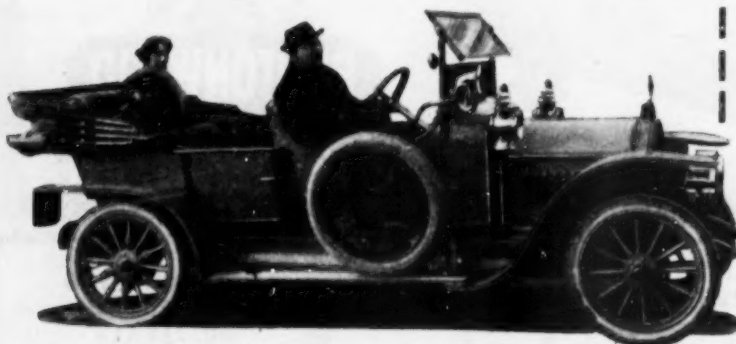
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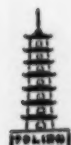


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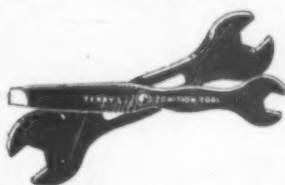
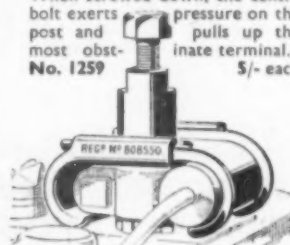
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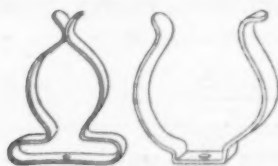
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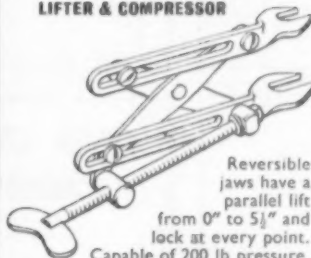


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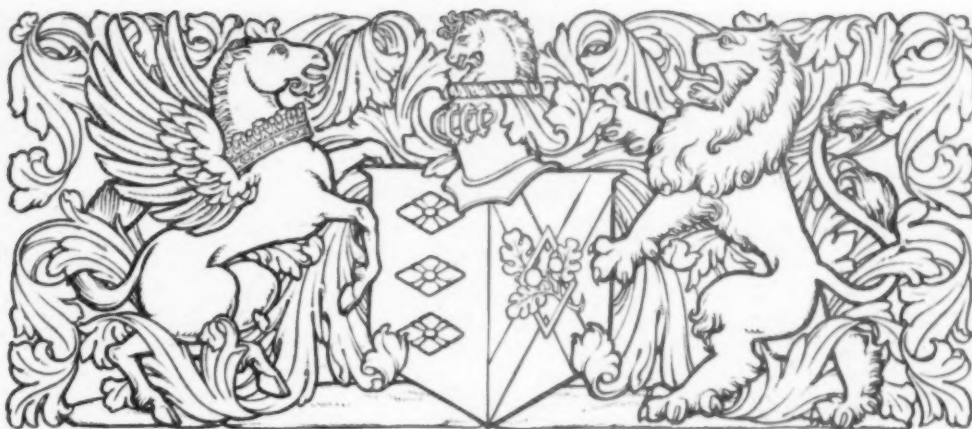
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**Jac**



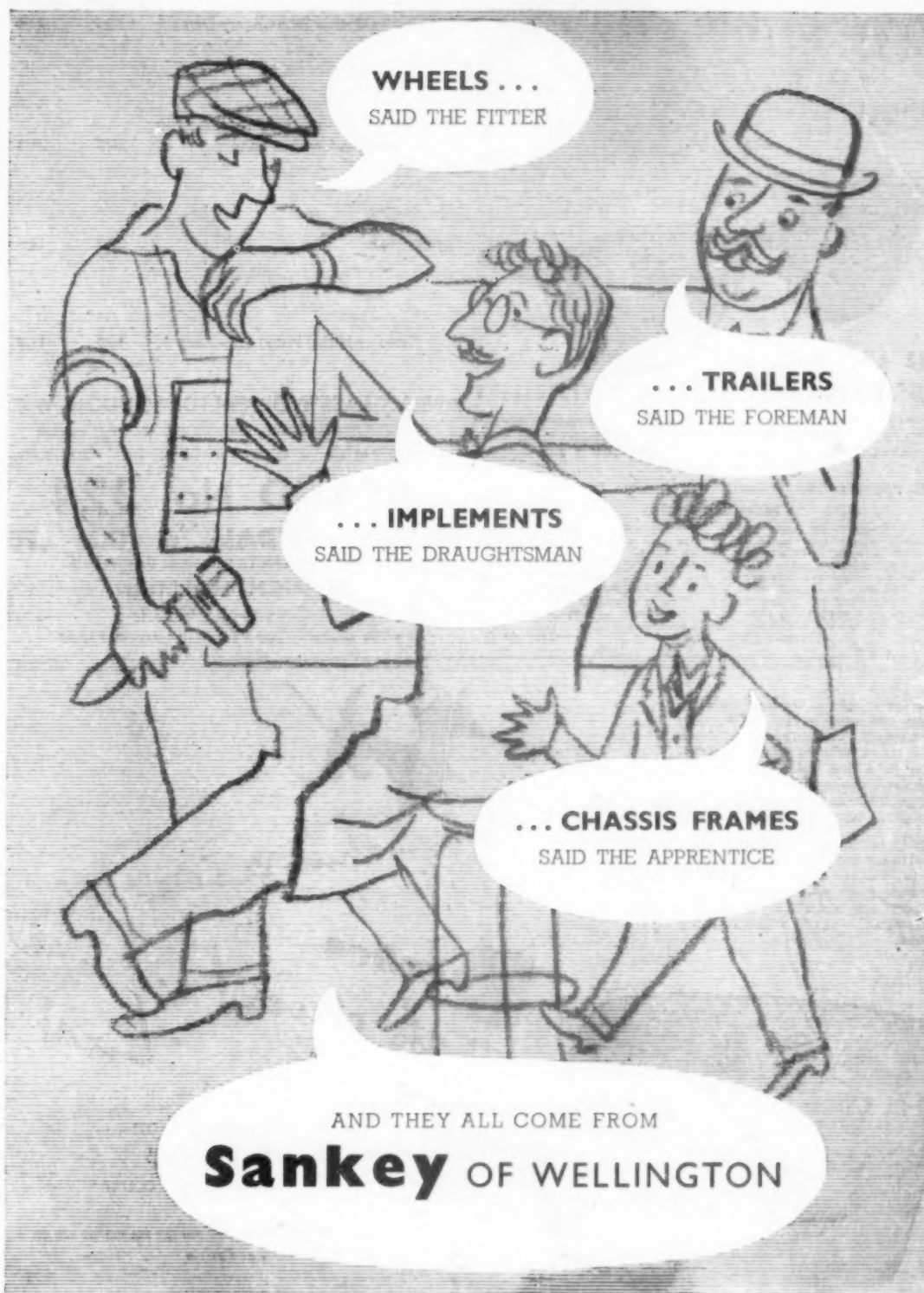
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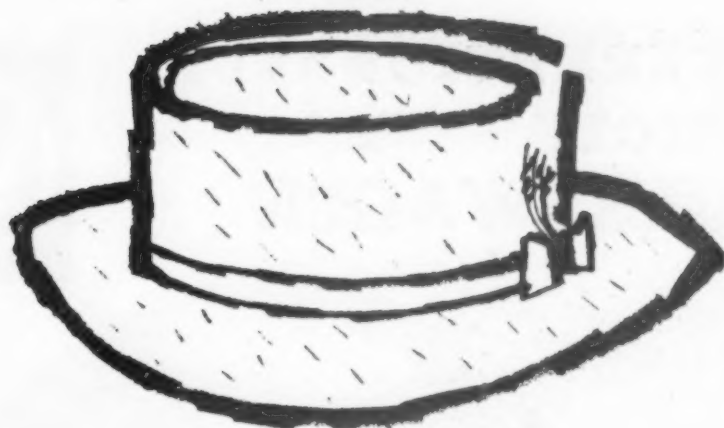
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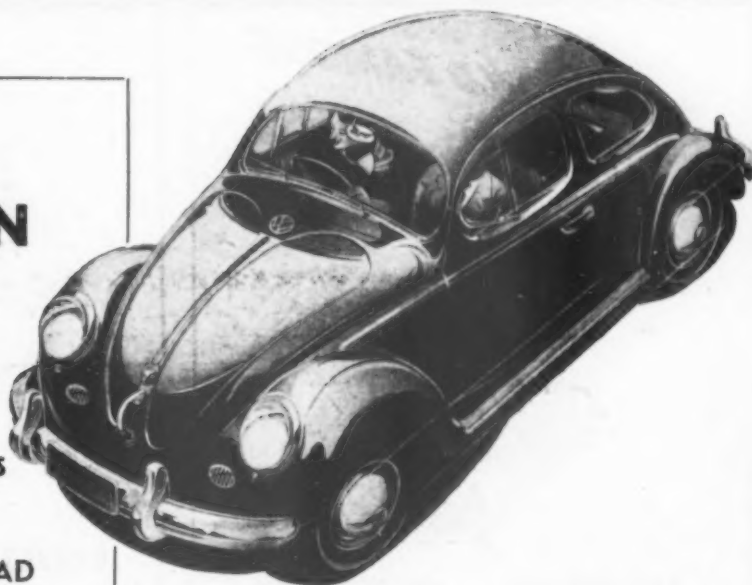


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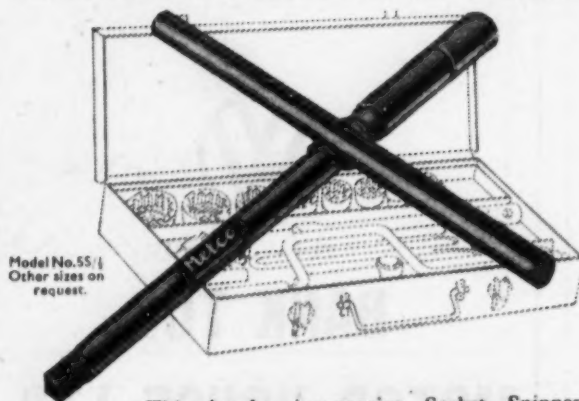
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Until now, to users of road vehicles and stationary engines, an oil filter has always meant an oil strainer. Centrifugal separation, though its efficiency was known, has never been generally available to the engine - building industry. Now it is here, in the form of a compact, self - operating component. And the advantages now offered by the Glacier Centrifugal Oil Filter are so many that they cannot be ignored.

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Like many another technical advance, the idea is basically simple. In place of filter-packs and elements, the Glacier harnesses centrifugal force (at a thousand times the force of gravity) to do the job better. Look at the sectional diagram, and you will see how the oil itself drives a rotor which flings the dirt to the sides of the bowl, while the clean oil flows unchecked through the hole in the base.

**THE TEST OF EFFICIENCY**

Too simple to work? The proof lies in working efficiency. The Glacier Centrifugal Oil Filter has been submitted to exhaustive tests and cannot be faulted. If oil is cleaned by passing through a filter medium on the principle of a strainer, efficiency at best is relative; the Glacier Centrifugal intercepts particles that will pass through the mesh of the finest strainers in use. Many strainers, moreover, progressively lose efficiency as they become clogged with the dirt they are

trapping until the ever more restricted oil-flow and loss of pressure bring a by-pass valve into play which feeds dirty oil to the bearings. The Glacier Centrifugal Oil Filter maintains high efficiency and constant flow.

**THE TEST OF E.S.D.**

With filters of the strainer type, the relatively frequent cleaning or replacement of the strainer element is imperative. A fleet of vehicles can run up a pretty bill in a year on new elements alone. There is nothing to replace in a Glacier Filter. There are no running costs. Inspection and cleaning can be carried out in five minutes. The filter component, as you buy it, should last the life of the engine without any trouble or replacement of parts.

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1. Higher efficiency.
2. Constant flow.
3. No replacement elements.
4. No clogging.
5. Sump filtered every few minutes.
6. Dirt capacity many times greater.
7. Easy inspection and easy cleaning.
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That's the **GLACIER** CENTRIFUGAL OIL FILTER

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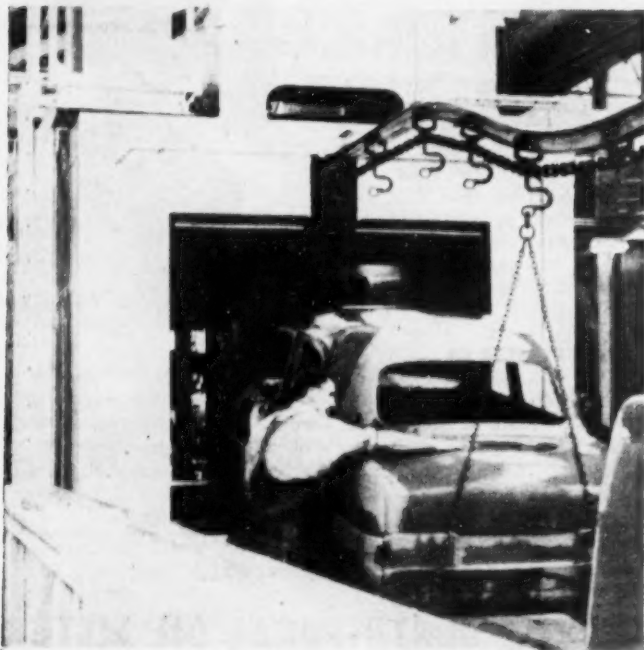
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**TRICO**  
AUTOMATIC



FITS ALL CARS  
only **49/6**  
complete

PRESS BUTTON

## WINDSCREEN WASHER

**CLEANS YOUR SCREEN *as you drive along!***

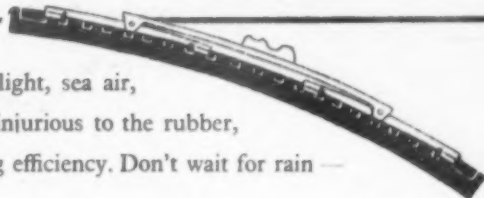
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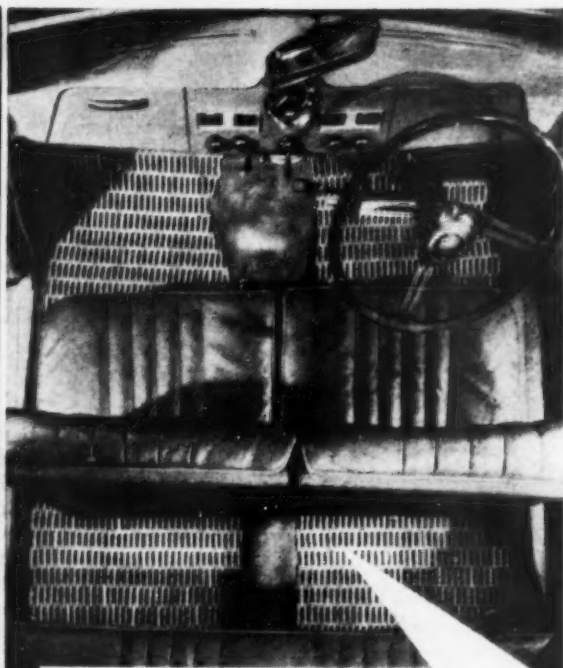
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★ *Announcing*  
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 range of **Ace** "REGISTRATOR"  
 translucent rear number plates

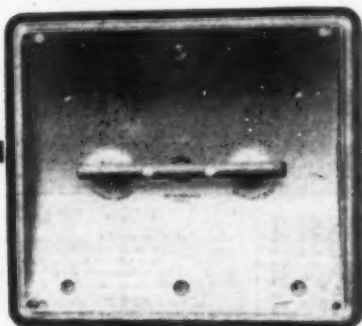
These are the Number plates you will see on most smart cars in the future—they look a part of the car, are easy to clean, easy to read, superlatively finished and they overcome all problems concerning the proper illumination of the rear number plate. They contain their own lighting which gives an even, soft and adequate illumination to all the characters and consumes less than the usual number plate lamps. The new Ace "Lumindex" characters are translucent and sealed against moisture behind the "Perspex" moulded water-tight windows. Available in two shapes, square Type S.1 and long, Type R.6, at a price within the reach of all motorists. Two additional new models are also available for fitting into coachbuilt bodies. Illustrated catalogue free on request.

The backplate is concave and designed to spread the lighting over all the characters with equal intensity. The lighting unit employs two 3-watt "Trafficator" lamps.



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 TYPE R.6 REGISTRATOR



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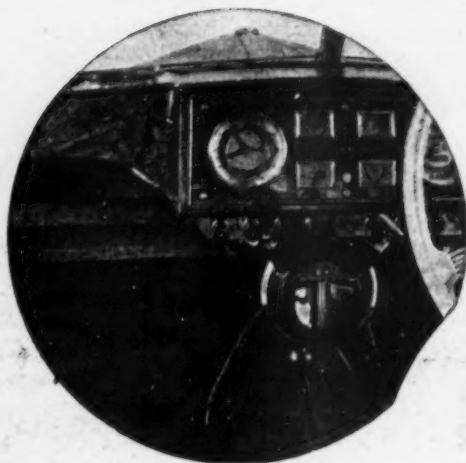
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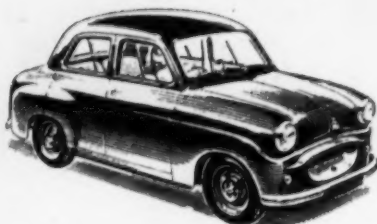
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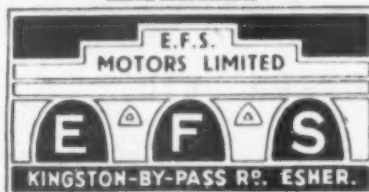
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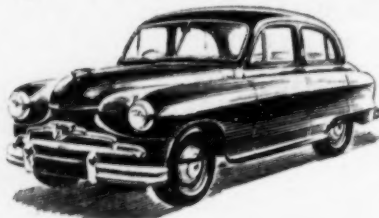
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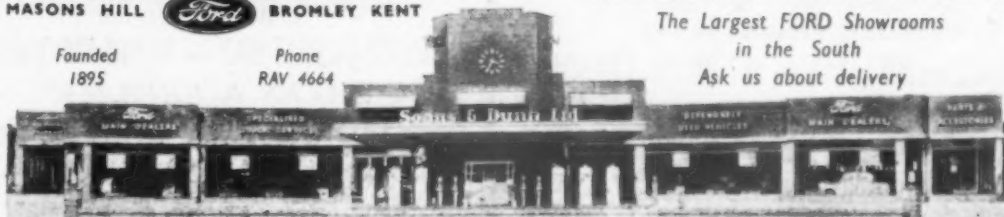
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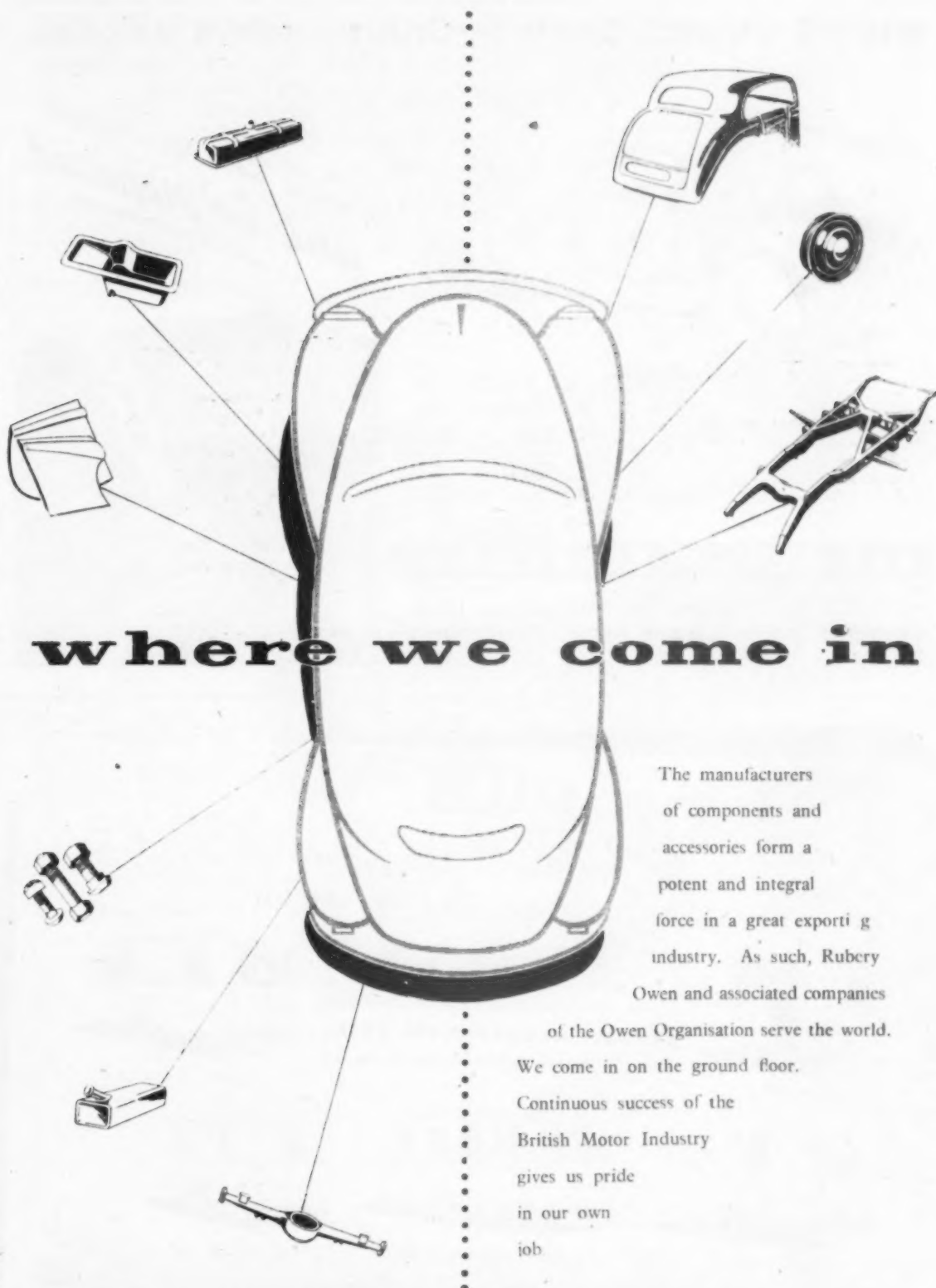
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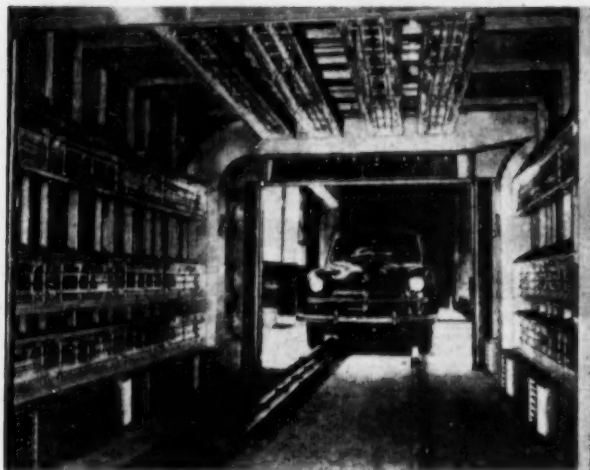
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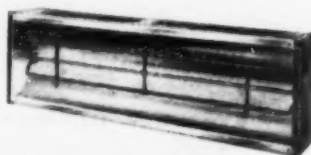


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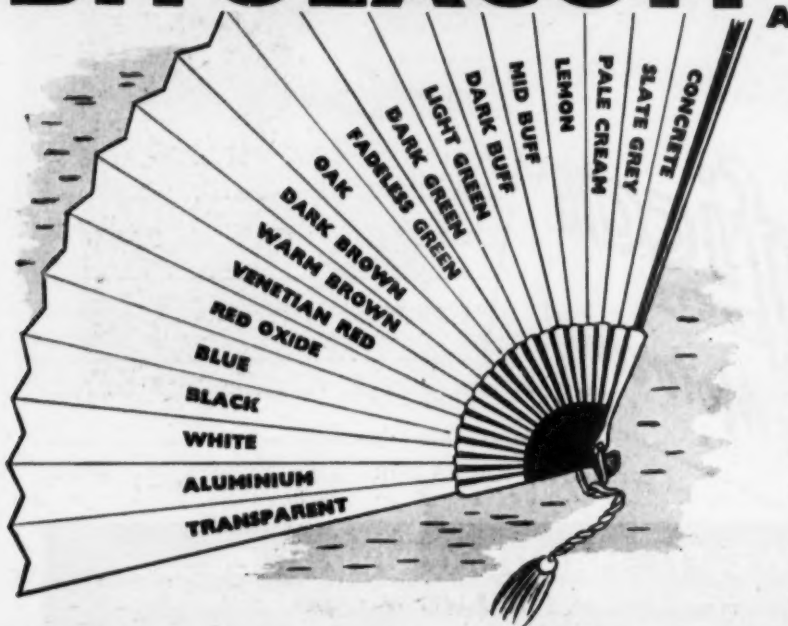
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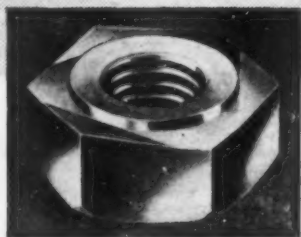
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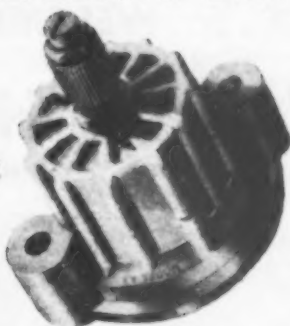
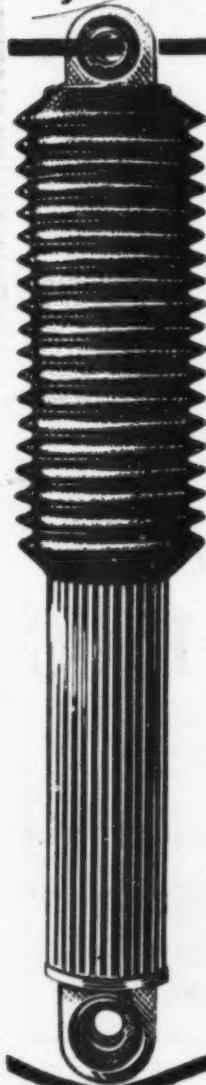
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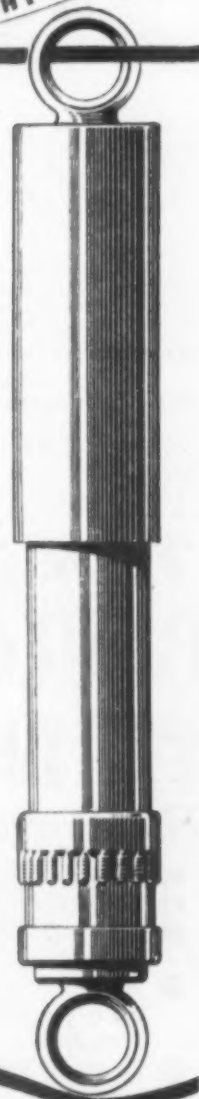
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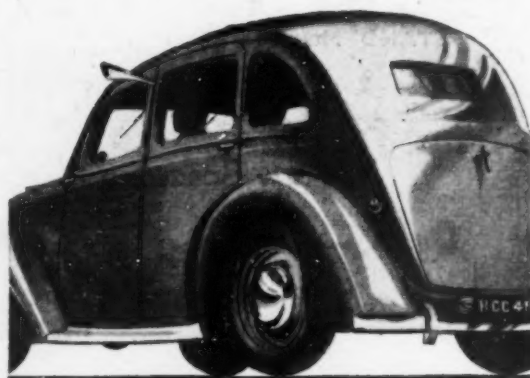


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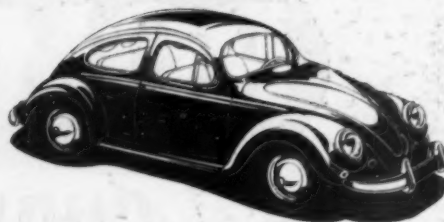
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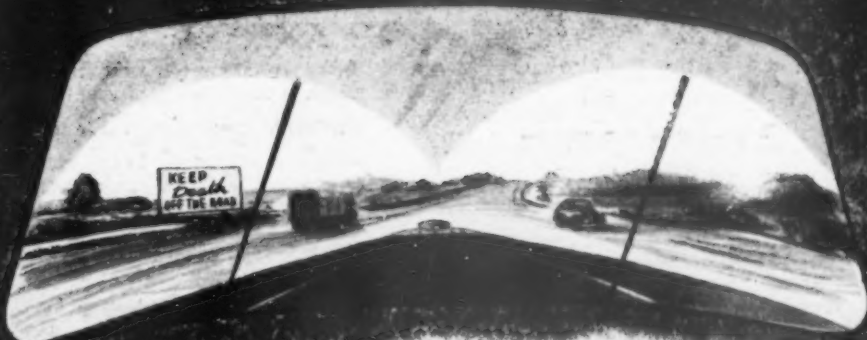
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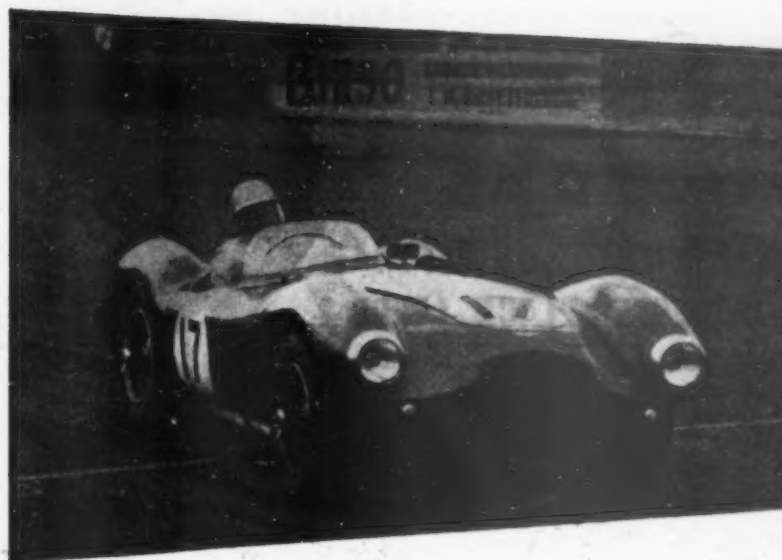


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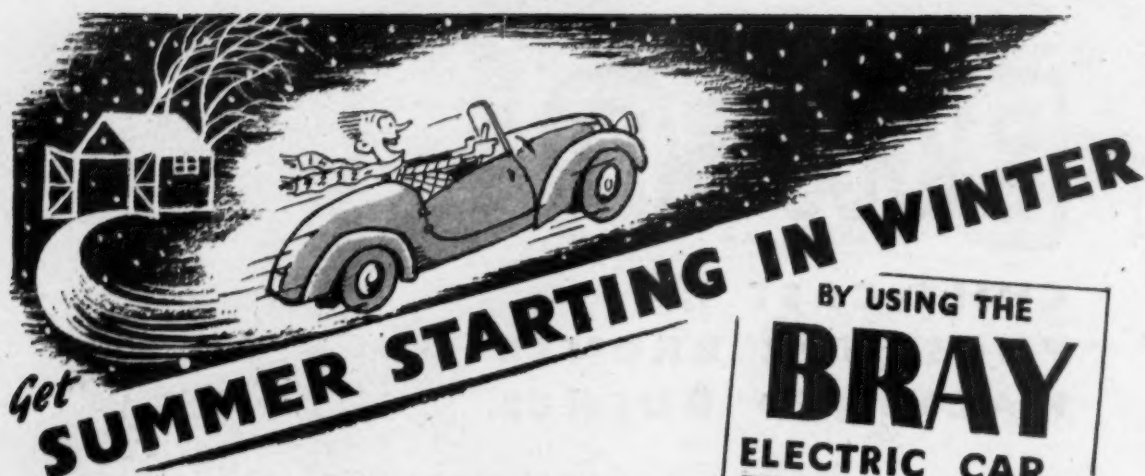
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## —THE *Inside* STORY

There's only one sure way to avoid tyre trouble and make tyres last longer — it's *regular inspection*. Small damage and defects in tyres, if left undiscovered, may result in major damage — without warning. Ask your local Bowes Seal-Fast dealer to examine your tyres on the Bowes Seal-Fast Patent Combined Tyre Spreader, Inspection and Repair Bench, which enables him to examine every inch of the inside and outside of your tyres. Remember — "It takes two holes to make a puncture — one in the tube and one in the cover." Both can be repaired easily and quickly by the Bowes Seal-Fast process — making a strong, flexible, permanent repair which becomes part of the tyre itself. Be sure to ask for Bowes Seal-Fast!

Look out for the  
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*Sign-*

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EARLS COURT  
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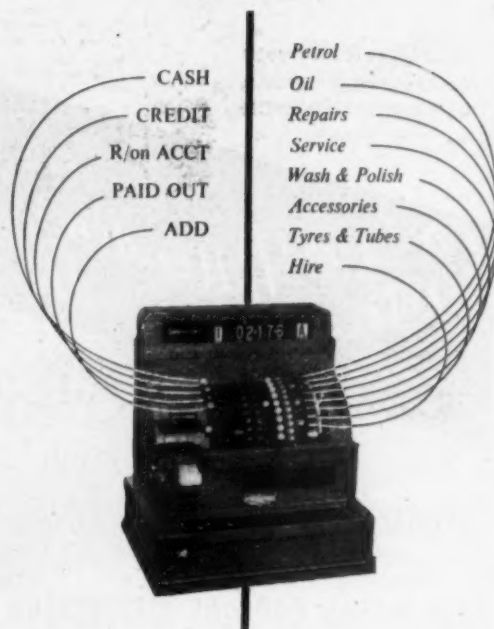
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**Know the exact Profit  
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See the

## *National* **GARAGE-CONTROL** System



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**'P'**

First Floor

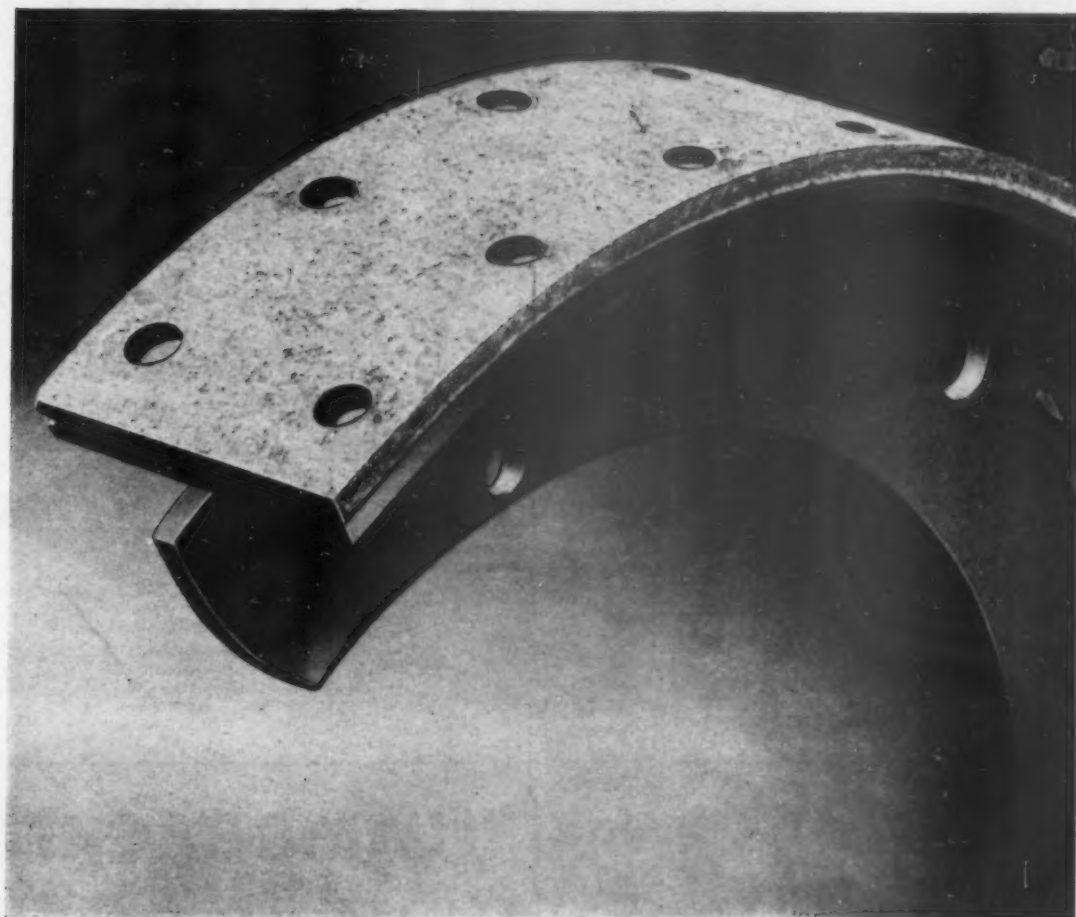
**MOTOR SHOW, Earls Court**

**October 21st - 31st**

THE NATIONAL CASH REGISTER  
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(38TH INTERNATIONAL MOTOR EXHIBITION) VISIT OUR STAND NO. 264



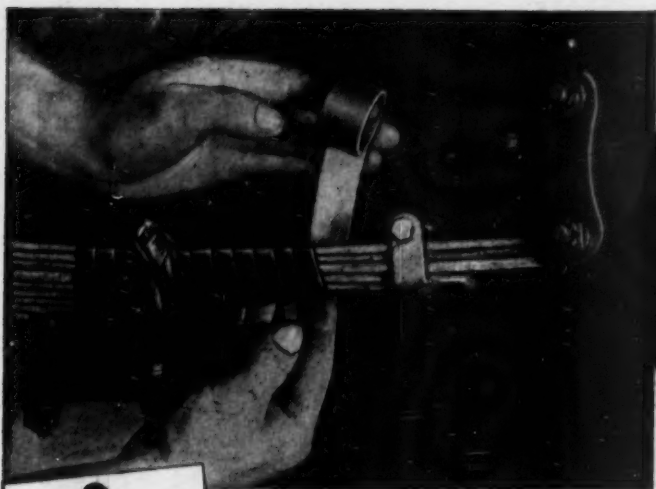
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spring protection  
with

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Mark II

### Spring Protection Gaiters



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\*Choose either HIDE or  
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ACTUAL PHOTO

GAUNTLET 12 INCHES WIDE

### IN BLACK OR TAN

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LENGTH 15 INCHES

GAUNTLET 12 INCHES WIDE

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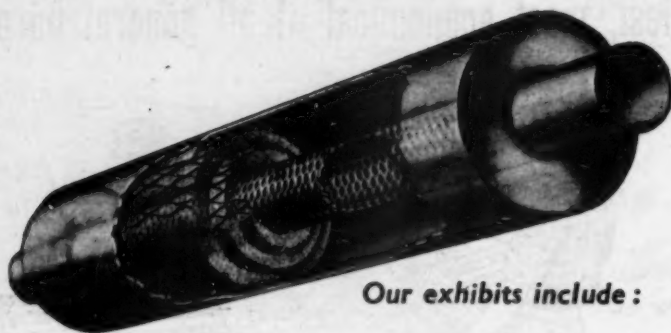


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# SERVAIS Stand 276



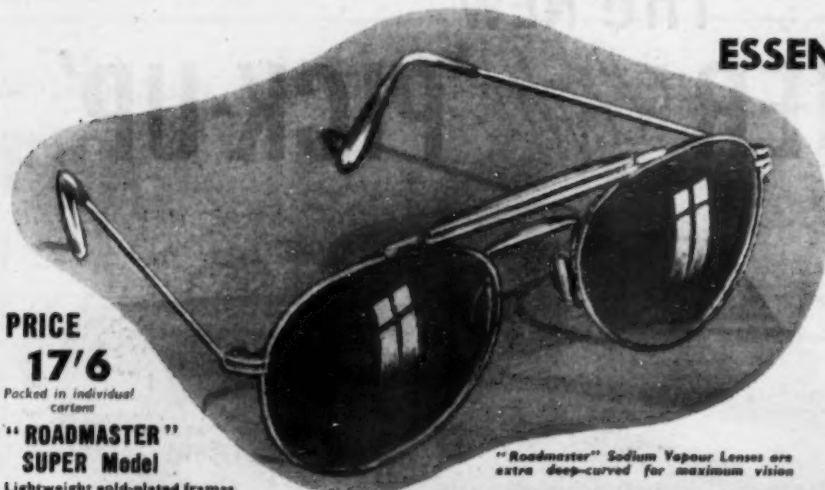
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# ROADMASTER

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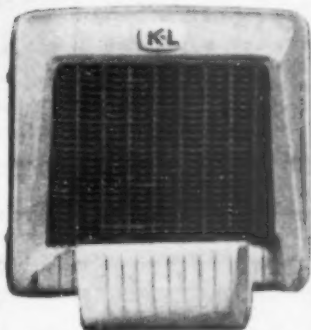


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**SNAP** into top-gear driving efficiency and comfort with these brainwaves from Britain's leading accessory specialists!

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The motorist with a Monitor has warmth "on tap" throughout the year. A touch of a switch, and warm air floods in—just as and when you want it! The windscreen is cleared of all mist and frost... and, with the Ventilator attachment, the car is thoroughly air-conditioned too! No fear of stuffiness! Low current consumption. The new Monitor model has greater heating capacity than ever.

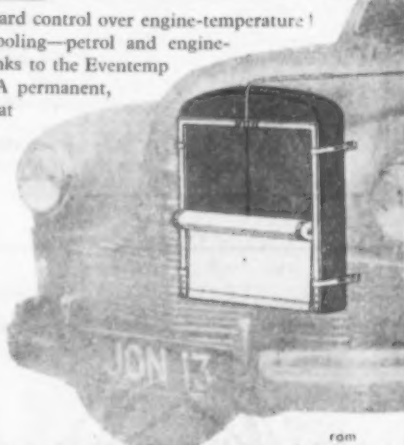


**K-L MONITOR CAR HEATER, DE-MISTER & DE-FROSTER** £9.19.6

**K-L VENTILOR FRESH AIR DUCT** £1.15.0  
(with 4 ft. of air hose and intake funnel) EXTRA

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Adjustable dashboard control over engine-temperature! No more over-cooling—petrol and engine-wear saved... thanks to the Eventemp Radiator Blind. A permanent, all-season fitting, at base of radiator behind grille.



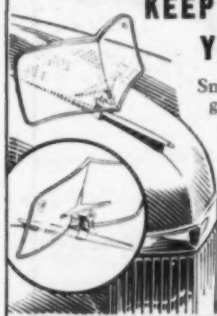
**K-L EVENTEMP RADIATOR ROLLER BLIND** £2.15.0

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Snow, flying particles, and insects never get near your windscreen when there's an Airmaster on the bonnet! This attractive plastic shield with stainless steel bracket sets up a deflecting wall of air which sweeps them all clear. Cannot obstruct vision. Size 9in. x 5in.

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Special Quick Release Bracket (clip-on, lip-off type) available with the Airmaster for all cars where the bonnet is opened from either side, (i.e. Ford Anglias, Rileys, M.G.s) 1/- set



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You can't misjudge a kerb when you fit K-L KERB-FINDERS. Chromium-plated steel springs with slender extensions, they set up warning vibrations whenever a kerb is neared, preventing damage to mud-guard and tyre walls. No electrical wiring.

Per pair 7/6

**K-L KERB FINDERS**



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There's less wear and tear, more m.p.g. for the motorist who keeps check on engine-temperatures! The K-L Universal (Water-gauge) Thermometer will keep you accurately informed always. Fitting into radiator-hose. Chromium-plated rim. Outside diameter 2 1/2 in.

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404  
MOTOR  
SHOW**

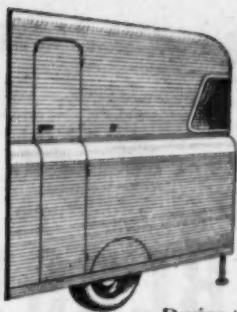
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**K-L KOOLEES** — per pair 10/-

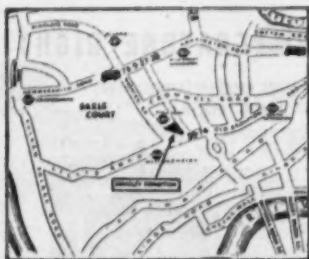




See Berkeley's world-famous planned-with-a-purpose range of modern caravans at the

## BERKELEY SHOW

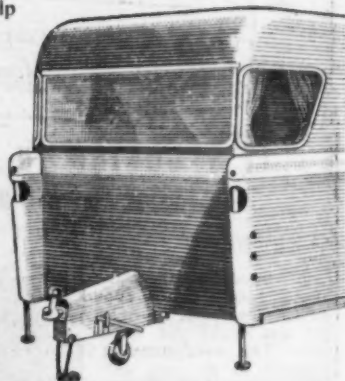
During the period of the Motor Exhibition, 21st to 31st October, Berkeley Caravans will be displayed on a superb site at the corner of Old Brompton Road and Warwick Road, close by Earls Court. Representatives of Berkeley's country-wide Agents' organisation will be there, ready to help you in every way possible. Write for your priority invitation card today — sent free by return.



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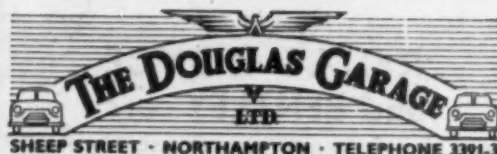
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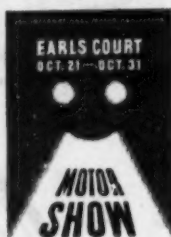
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Autocar Oct. 23

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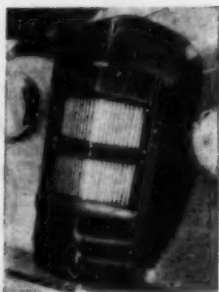
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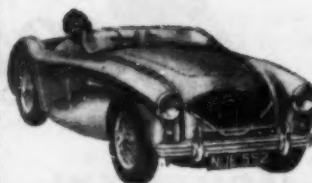
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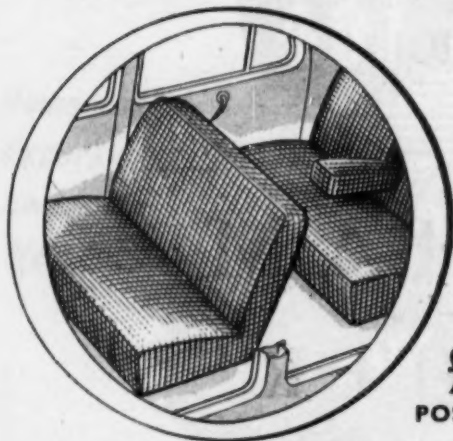
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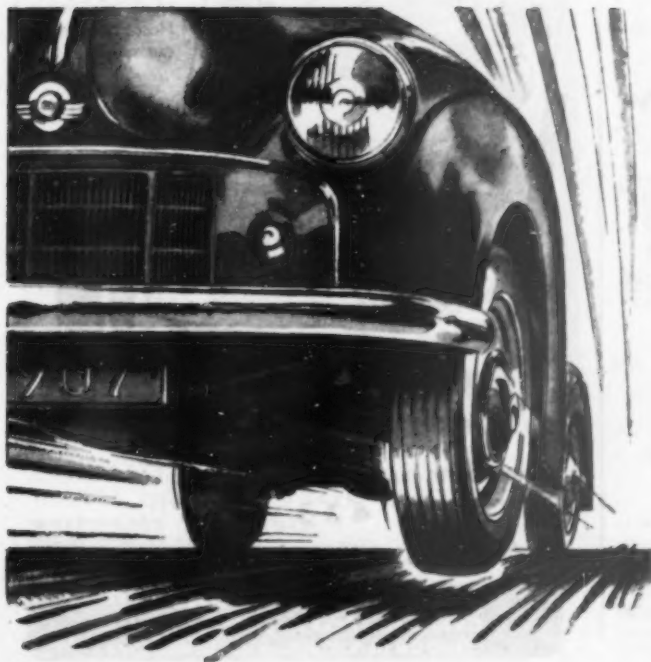
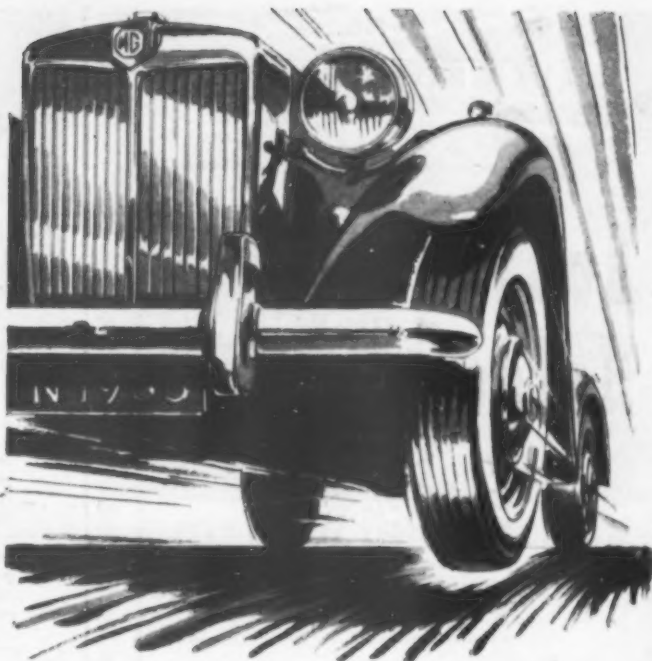


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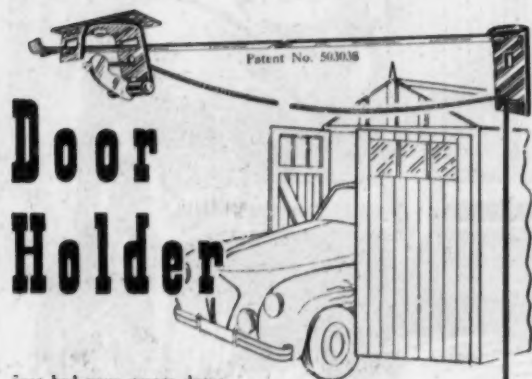
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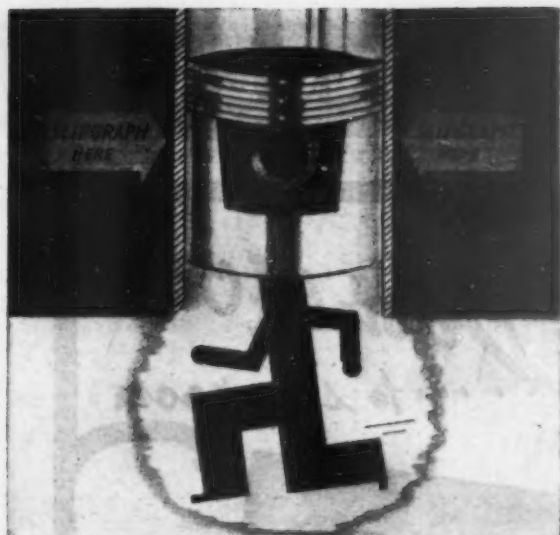
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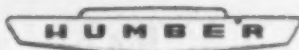
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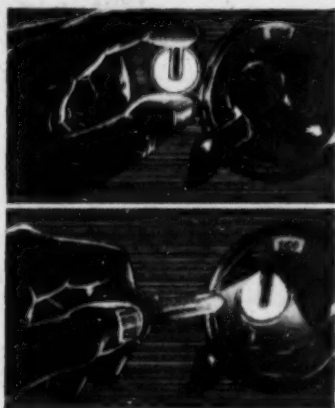
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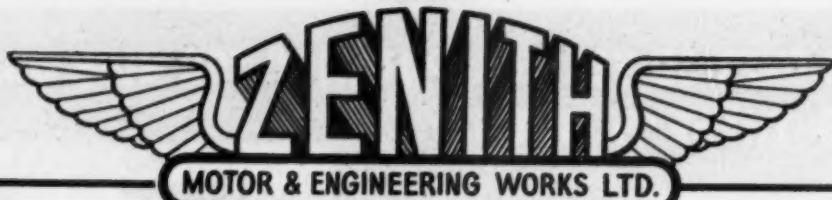
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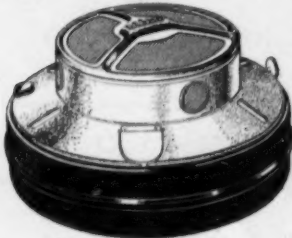
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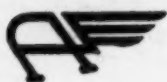
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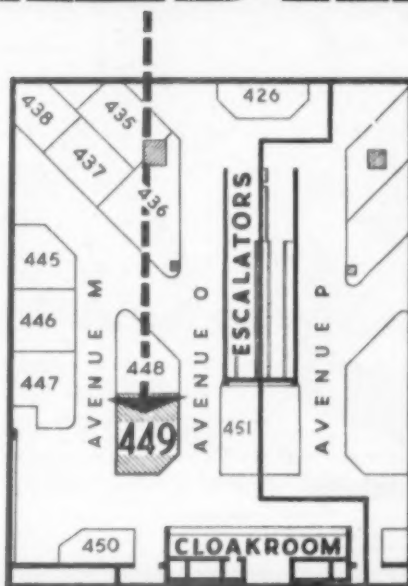
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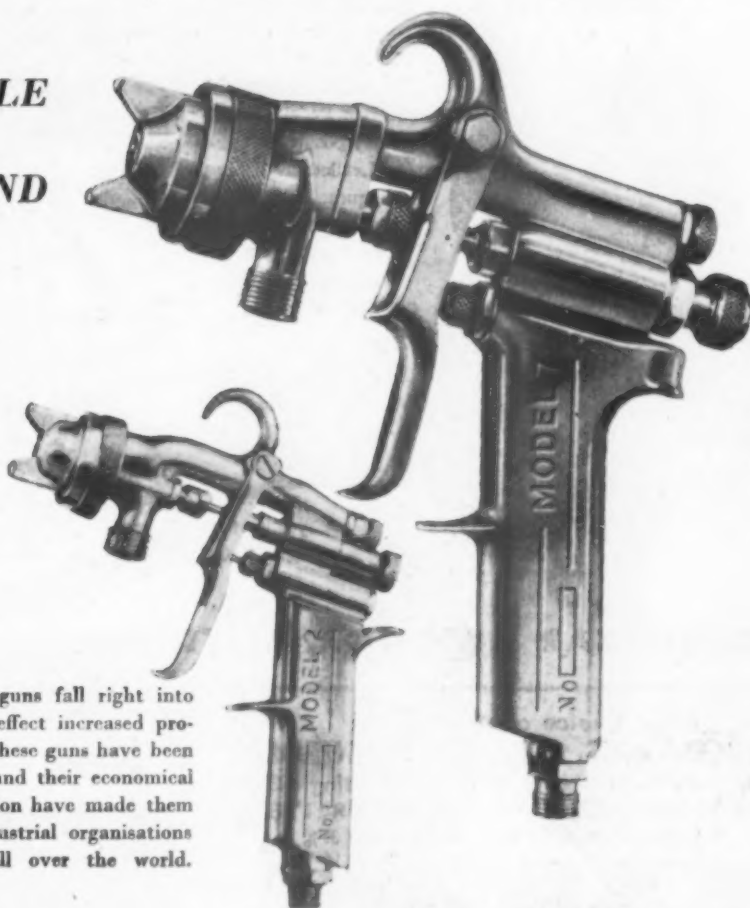


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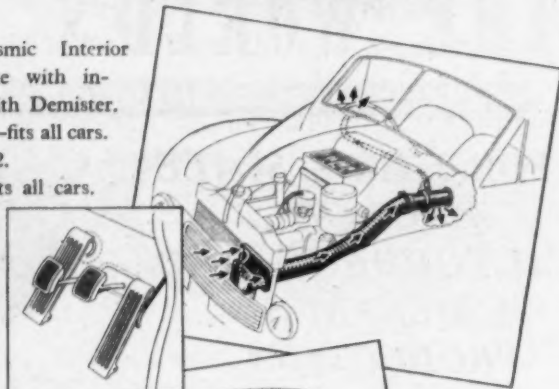
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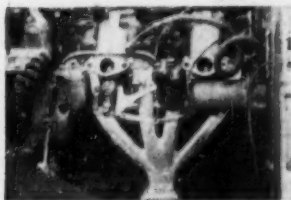


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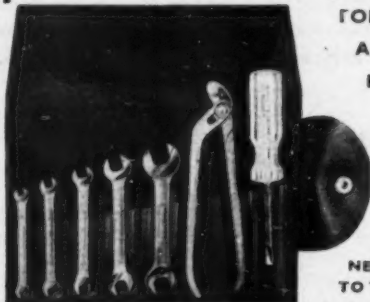
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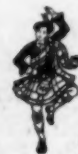
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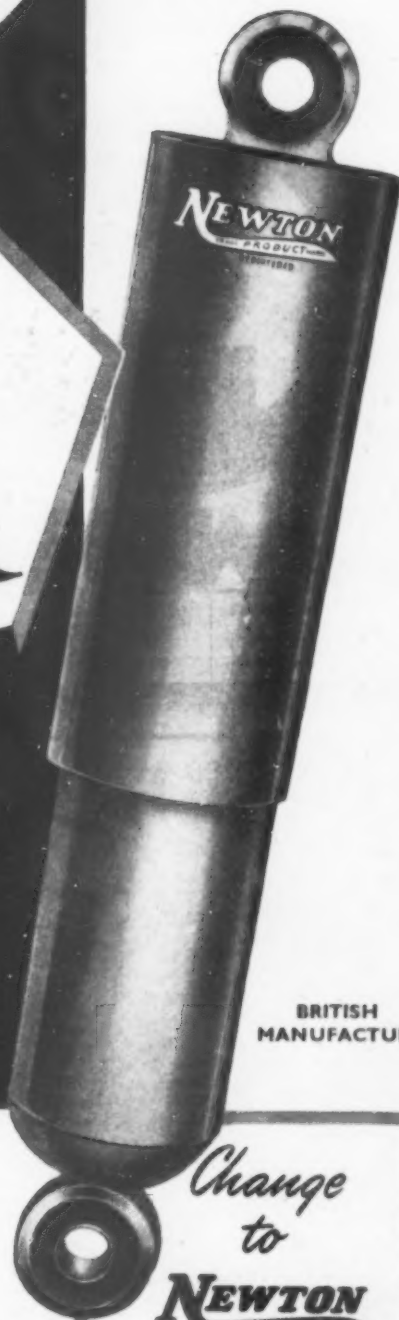
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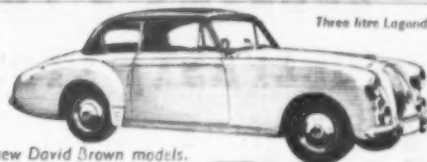
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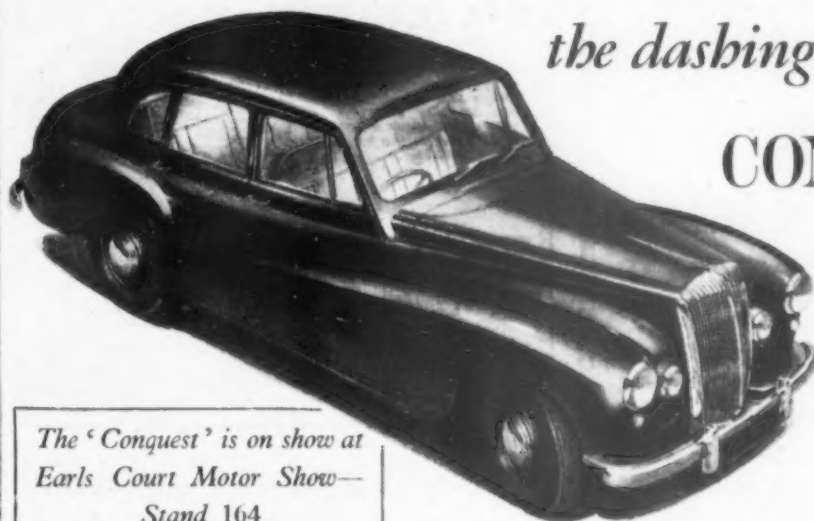
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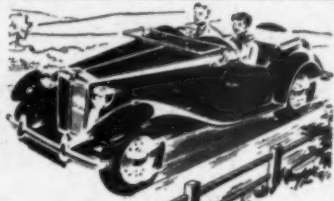
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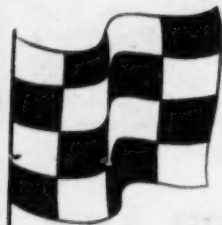
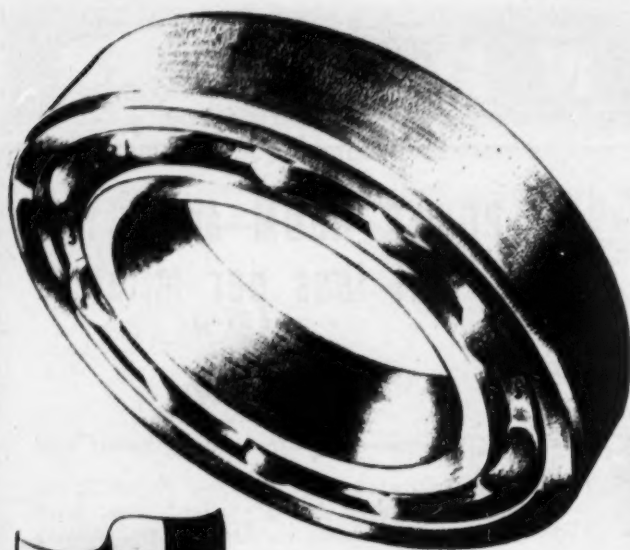
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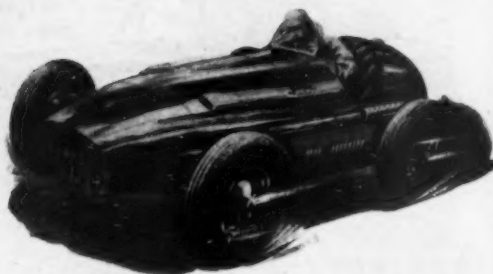


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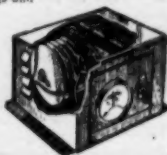
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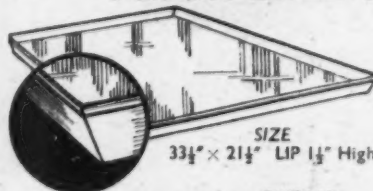
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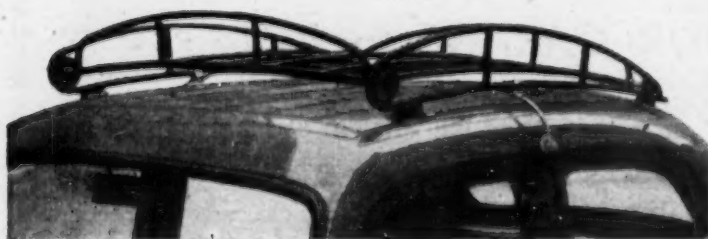
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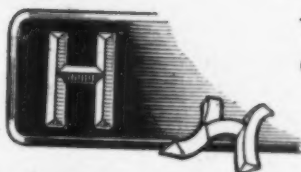
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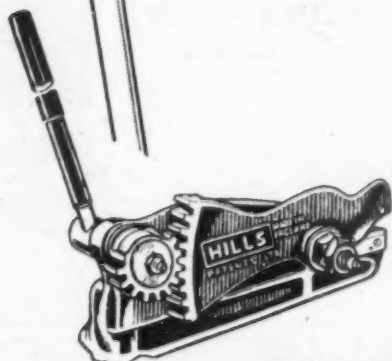
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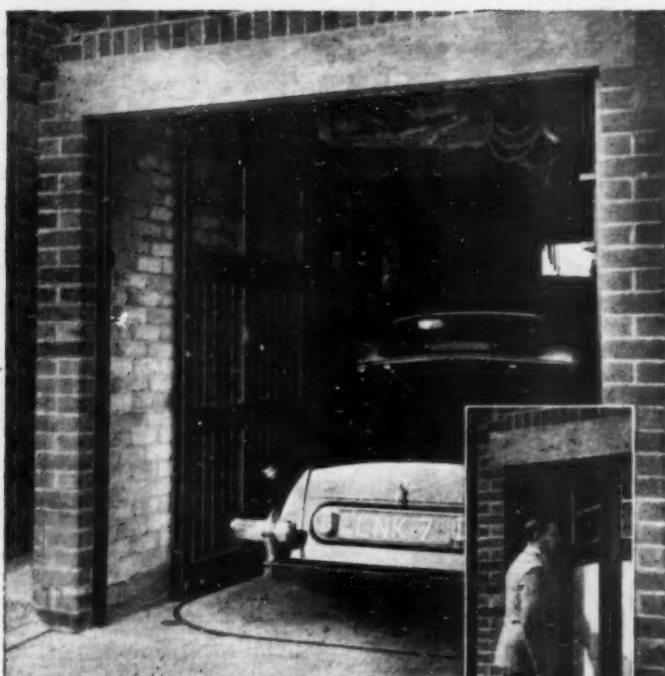
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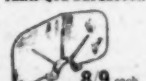
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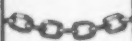


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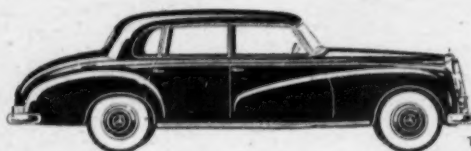

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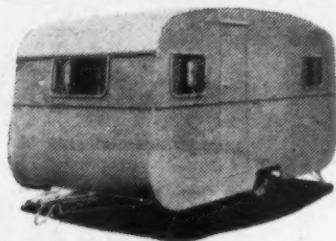


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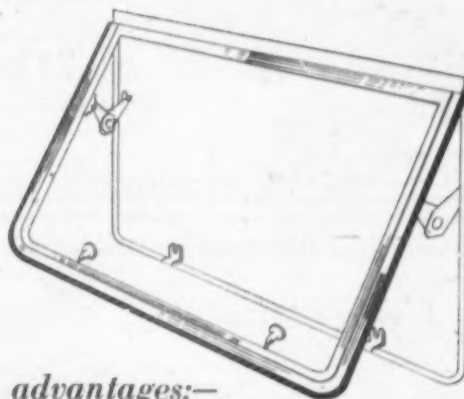
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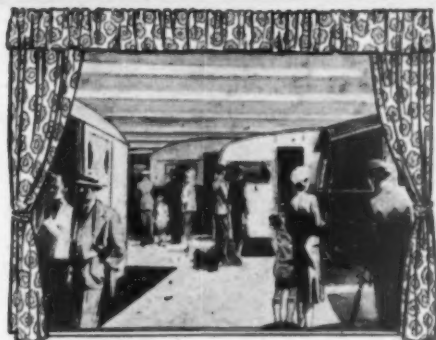
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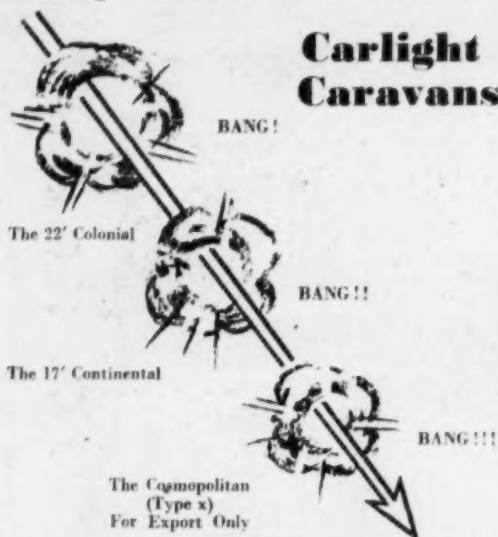


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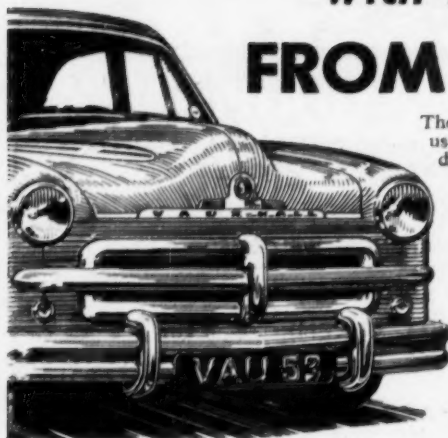
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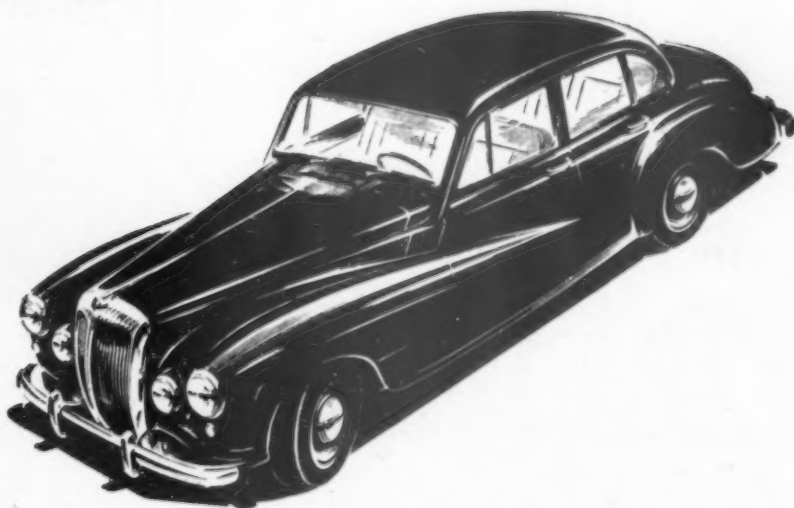
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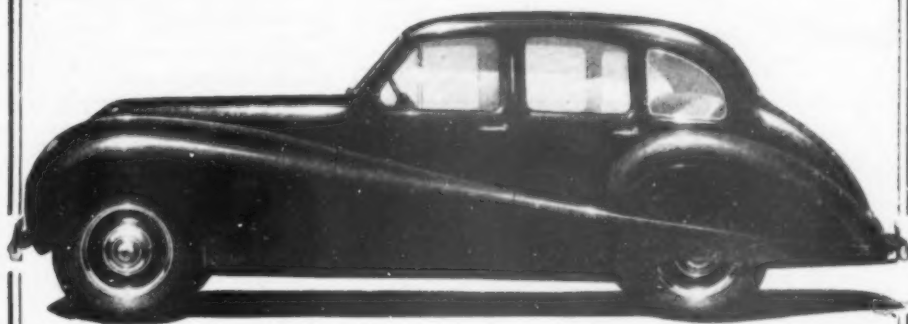
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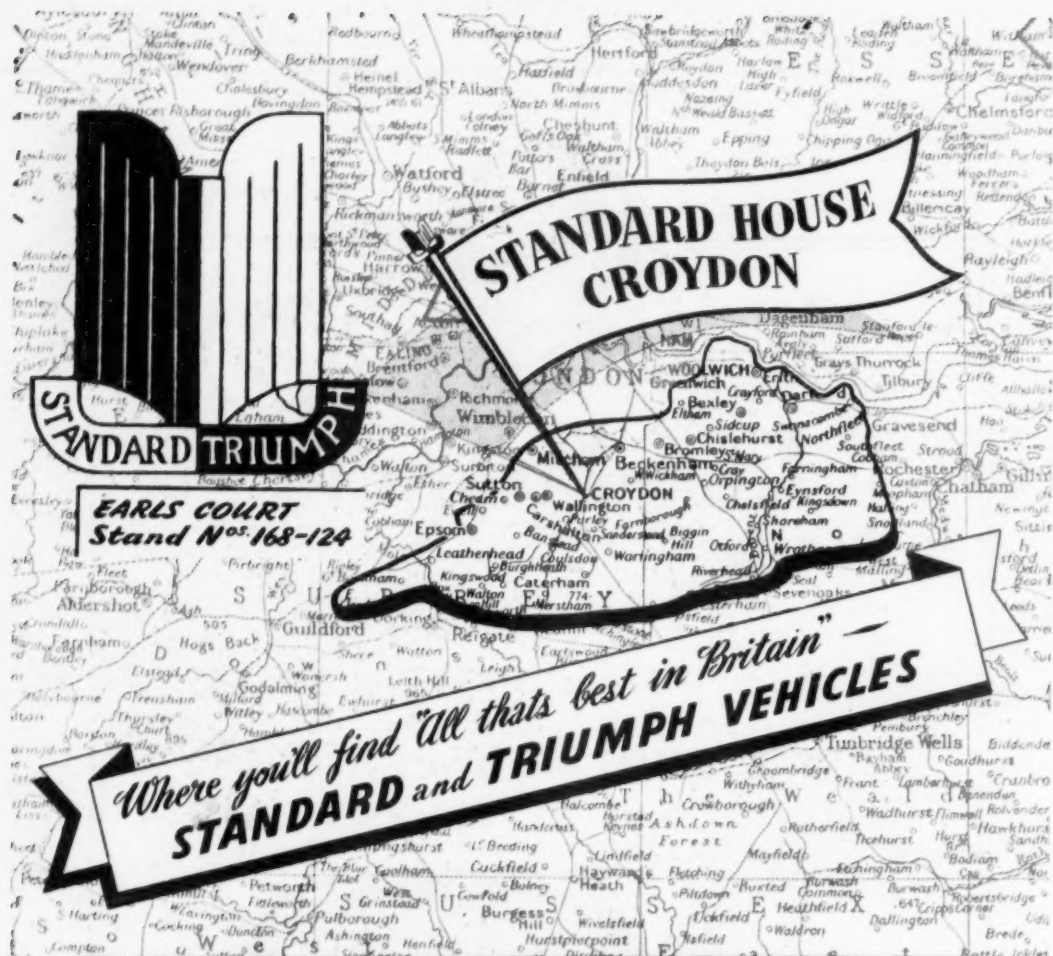
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## Barimar's place in Motor-car History

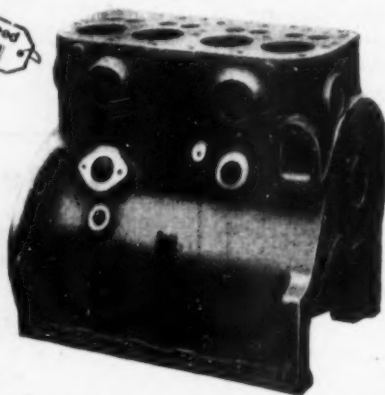
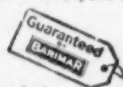
**J**INGLE of golden sovereigns and hansom cabs; vogue of two-horse 'bus and brougham—a great era was drawing to its close and a still greater one was in the making! The advent of the motor-car some fifty years ago was an age with which the name of Barimar became associated and has since been inseparably linked. For nearly fifty years—from the days when motor-cars were a novelty—Barimar has pioneered every notable advance in the application of the Science of Welding to Automobile repair work and with the steady expansion of the Motor-car Industry, the Barimar organization has become the recognized "stand-by" of motorists throughout the land.



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THE WORLD'S SCIENTIFIC WELDING ENGINEERS



# The Autocar

FOUNDED 1895

## LONDON SHOW REPORT

No. 3021

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Vol. XCIX

### EDITOR

H. S. LINFIELD

### MIDLAND EDITOR

A. G. DOUGLAS CLEASE,  
B.Sc., A.M.I.Mech.E.

### ASSISTANT EDITOR

MICHAEL BROWN

### EDITORIAL DIRECTOR

ARTHUR B. BOURNE

Editorial, Advertising and  
Publishing Offices :

DORSET HOUSE,  
STAMFORD STREET,  
LONDON, S.E.1.

Telegrams: Autocdre, Sedist, London.  
Telephone: Waterloo 3333 (60 lines).

### BRANCH OFFICES :

#### COVENTRY

8-10, Corporation Street.  
Telephone: Coventry 5210.

#### BIRMINGHAM, 2

King Edward House, New Street.  
Telephone: Midland 7191 (7 lines).

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260, Deansgate.  
Telephone: Blackfriars 4412 (3 lines).  
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## NON-ODIOUS COMPARISONS

**T**HE Show is on, the turnstiles are clicking, and the motoring world centres for just over a week on London. This year, the car section provides a unique opportunity for the comparison of national design trends.

There is something of the people of its country of origin in every car ; there is more of its road and traffic conditions. Thus there is conservatism of line and engineering in British and German cars, an unorthodox flair in both directions from France, refinement of technique and styling from Italy, and amplitude under the bonnet, coupled with near-aggressiveness of body line, from across the Atlantic. So much for national characteristics. The grouping is less detailed under the influence of roads and traffic. France, Italy and Germany enjoy good road systems with considerable distances between towns ; as a consequence, their post-war cars tend to develop towards the maintenance of a high but economical cruising speed, which presupposes a not-too-large engine, a good power-weight ratio and aerodynamic shape, and high gearing. In America cheap fuel, the city-dwelling habits of the population, and the high standard of living, which is reflected in car ownership figures, have resulted in great urban congestion. Hence the demand for accelerative power, and hence, incidentally, the triumph of two-pedal control.

The British car largely reflects its country's traffic conditions, and these are too well known to need reiteration. As virtue may be counted its suspension and steering, designed to cope with Chesterton's "rolling English road," and also its economy so far as it is confined to efficiency in a power unit regardless of size. The small engine can be desirable, but only when it is allied to a car of low first and subsequent costs built for the sake of the marginal buying class. There is no virtue in under-powered transport.

This is the lesson in the comparisons to be drawn at Earls Court. Britain is forced by circumstances to continue to design cars, not only for her own roads and people, but also for as many of the peoples and countries of the world as possible. No other car manufacturing country is in quite that position. Yet conditions over most of the world approximate more to those for which the cars of other countries were designed than to those of this country, with the result that the industry is in something of a permanent quandary. So far, with the national genius for compromise, it has managed to suit both home and export markets very well, and there is no doubt that it will continue to try to do so. What it deserves, however, is more help from Westminster in its efforts, and it is greatly to be hoped that, amongst the visitors who tour the stands at Earls Court thinking along the lines indicated above, will be those of Her Majesty's Ministers who have it in their power to make the export task of the motor industry easier.

Motoring conditions in this country should be made to approximate as closely as possible to those in the countries in which it is hoped to sell British cars. At the moment the comparison is between multilateral restriction and all-embracing encouragement.

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# The Thirty-eighth L O N D O N S H O W



H.R.H. The Duke of Edinburgh, K.G., K.T., performed the official opening ceremony at the Thirty-eighth London Show on Wednesday. Although it was only a few minutes past 11 a.m. when this picture was taken, the ground floor of the Exhibition Hall was already thronged with spectators.

## EARLS COURT ONCE AGAIN A SHOP WINDOW: A GLITTERING DISPLAY

**A**T 11 a.m. on Wednesday, H.R.H. the Duke of Edinburgh, K.G., K.T., opened this year's London Show. As can always be expected of the Duke, and particularly in a motoring context, his opening speech was stimulating, for his knowledge of the subject is that of the keen owner-driver, and it was fitting that this thirty-eighth Show, which promises to be one of the most competitive of all, should get off to such a flying start.

The motor industry is on its toes. There is intense rivalry between firm and firm, and equally intense rivalry between the industry as a whole and those of other competing countries. The result for the motorist is excellent, bringing price reductions, new models, new attractions on existing models, and thought and experiment in the factories as to how to attract the customer. It leads to expansionist ideas, which

are always good, and raises manufacturing eyes to new horizons. The prospects were put in financial terms by the President of the Society of Motor Manufacturers and Traders at a recent City dinner. "It may be," he said, "that we will ask our friends in the City to share with us a greater element of risk than has been necessary during recent years—especially in the new markets which are opening up in the ever-changing pattern of world trade." The recent reduction in the Bank Rate is an invitation to such expansion, and it is to be hoped that this is a revival of the enterprise that led to the aggrandizement of commercial Britain in the first Elizabethan era.

As was forecast in last week's issue, there were Show surprises to swell the number of new models that had already been announced. Ford took the expected step of



## BRITISH CAR PRODUCTION : Monthly Average

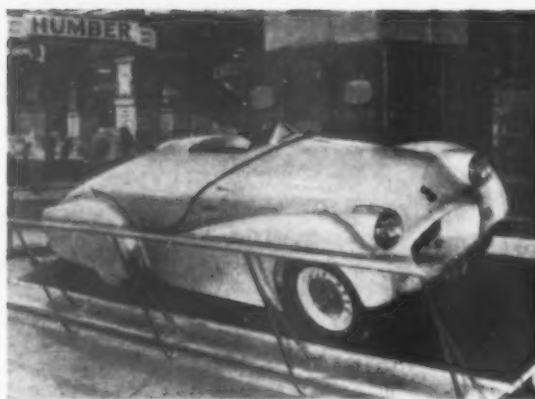
|              | Total  | Up to<br>1,600 c.c. | 1,600-<br>2,200 c.c. | Over<br>2,200 c.c. |
|--------------|--------|---------------------|----------------------|--------------------|
| 1935 ... ..  | 28,192 | —                   | —                    | —                  |
| 1938 ... ..  | 28,417 | —                   | —                    | —                  |
| 1948 ... ..  | 27,376 | 19,832              | 5,522                | 2,022              |
| 1949 ... ..  | 34,358 | 23,343              | 6,160                | 4,855              |
| 1950 ... ..  | 43,543 | 29,411              | 7,463                | 6,669              |
| 1951 ... ..  | 39,660 | 27,575              | 5,801                | 6,284              |
| 1952 ... ..  | 37,334 | 25,339              | 4,606                | 7,389              |
| 1953         |        |                     |                      |                    |
| January ...  | 40,852 | 30,267              | 2,366                | 8,219              |
| February ... | 40,240 | 29,382              | 2,742                | 8,116              |
| *March ...   | 48,084 | 32,692              | 4,909                | 10,483             |
| April ...    | 44,193 | 30,562              | 5,076                | 8,555              |
| May ...      | 50,593 | 35,044              | 9,810                | 5,739              |
| *June ...    | 57,535 | 38,985              | 5,997                | 12,553             |
| August ...   | 29,043 | 18,479              | 3,737                | 6,827              |

\* Five-week month.

introducing a model cheaper than anything else available, calling it the Popular. The superseded former Anglia body is used with the 1,172 c.c. engine previously employed in the Prefect, and the Popular is thus identical with the version of the Anglia which used to be sold overseas. At an inclusive price below £400, this Dagenham product is going to take some challenging for value. In this small car field price reductions continued right up to the eve of the Show, and the competition is fierce; naturally, indeed, for the stakes are very big and the prize to be won is the biggest numerical class of owners of all.



It is a far cry from the bolt-upright back seat directly over the rear axle to the modern rear compartment. Seat dimensions and contours are carefully studied for comfort, upholstery is neat and stylish, and the seat is mounted as far forward of the axle as the dimensions of the car permit. A central arm rest holds the occupants when cornering, but can be folded to permit three abreast. This excellent back seat is in the new Riley Pathfinder.



Resplendent in speed trim: The Triumph T.R.2 Sports car which, apart from minor modifications, closely resembles the one which attained a speed exceeding 120 m.p.h. on the Jabbeke motor road. The neat and skilfully blended cockpit cover minimizes the amount of air drag.

A revised Minx appeared, and the Jupiter R4 surprised the opening day crowds. Lanchester could point with pride to the new Dauphin, and Daimler, of all people, had branched out into the really high-performance field with a striking new car of sports character. Rovers had made a Pinin Farina body on the 75 chassis an eye-catcher on their stand. The crowds warmed to the spirit behind these Show surprises. It was like the autumn sales at a big store—you never knew what awaited your purse round the next corner.

All these new models are dealt with in more detail elsewhere in these pages. Their introduction, and the timing of their introduction, are quoted as evidence of the live-wire air that exists in the motor industry as the London Show opened. There is a suggestion in the Earls Court air of the industry peering ahead, trying to scan the farthest horizon, and less concerned with the past than it has been at previous shows. Yet, in justice, the achievements of that past should be recorded. In a few short years after the war the motor industry became the country's leading export industry, and although steel shortage hampered production it was able to hold its own easily against the rest of the world. With the easing of raw material supply, more manufacturing capacity was usable and production rose steadily, and although exports remained subject to agreement between governments, the industry was able to keep the British car so desirable and competitive that governments found it a good bargain and included it in their trading agreements with Britain. Overseas sales therefore kept up, and in May of this year they rose above 30,000 for the month. By July the figure was 32,000.

The first motor show in any way to resemble the modern version was held at the Crystal Palace fifty years ago, and this march to pre-eminence has taken place in that short spell of half a century. It is worth bearing that fact in mind as one walks round Earls Court and admires the ingenuity and near-perfection of the modern car. Think, too, of its reliability in the adverse circumstances in which it is forced

## BRITISH CAR EXPORTS : Monthly Average

|                    | Complete | Chassis |
|--------------------|----------|---------|
| 1938 ... ..        | 3,677    | 2,007   |
| 1950 ... ..        | 28,609   | 4,568   |
| 1951 ... ..        | 25,749   | 4,968   |
| 1952 ... ..        | 22,979   | 2,840   |
| 1953 : January ... | 19,661   | 2,189   |
| February ...       | 18,610   | 1,806   |
| March ...          | 22,306   | 2,581   |
| April ...          | 22,767   | 2,827   |
| May ...            | 28,020   | 2,919   |
| June ...           | 26,585   | 3,492   |
| July ...           | 27,741   | 4,560   |
| August ...         | 18,425   | 2,814   |

## "Finest Exhibition Ever"

says

### W. R. BLACK

S.M.M.T. PRESIDENT

**T**HIS year, more than ever, the emphasis at Earls Court is on the international character of the Exhibition. Every major car producing country outside the Iron Curtain is represented. In addition to the complete range of British cars and kindred products, models are on show from the U.S.A., Canada, France, Germany, Italy and Spain. The Society of Motor Manufacturers and Traders are undoubtedly staging the finest collective motor car exhibition ever presented. Many of the individual exhibits are of outstanding interest, for technical development ignores customs barriers.

The whole range embraced by British car manufacturers is now directed primarily at overseas markets, for the motor industry has become mainly an export industry, and there is no doubt that the next few years will be critical; we must increase, or at least maintain, our hard-won world position. I am sufficiently optimistic to feel confident that the efforts which are now being made to expand existing markets and to develop new ones will be successful.

At home a new and vital atmosphere prevails, for in the main the sellers' market has ended. There is a very welcome trend towards price reduction and that sorely tried person, the British motorist, is again coming into his own. In particular the introduction or reintroduction of the typically British family car is most welcome.

The first British Motor Show was held at the Crystal Palace in 1903, just 50 years ago. Since that date progress has been steady and continuous and this year's Show promises to be one of the most successful ever held.



*W. R. Black*

## The Thirty-eighth LONDON SHOW continued

to work. Any engine is happiest when it runs at constant speed; any vehicle will be more reliable if it proceeds at a constant speed and in as near a straight line as possible. The car is never permitted to do so for more than a few miles, yet owners expect, and get, thousands of miles of reliable running. That they do is a tribute to the skill and ingenuity of the motor industry.

There are about 300 cars on view, coming from Britain, U.S.A., Canada, France, Germany, Italy and Spain. There are 58 exhibitors in the car section, 15 in the coachwork annexe, 281 in the accessory galleries, 14 displaying tyres, 93 transport and equipment, and 22 caravans and trailers. The car makes are as follows:—

### BRITISH (31 makes)

A.C.  
Allard  
Alvis  
Armstrong Siddeley  
Aston Martin  
Austin  
Bentley  
Bristol  
Daimler  
Ford  
Frazer-Nash

Healey  
Hillman  
Humber  
Jaguar  
Jensen  
Jowett  
Lagonda  
Lanchester  
M.G.  
Morgan

Morris  
Riley  
Rolls-Royce  
Rover  
Singer  
Standard  
Sunbeam-Talbot  
Triumph  
Vauxhall  
Wolseley

### U.S. AND CANADIAN (18 makes)

Buick

Ford

Oldsmobile

Cadillac  
Chevrolet  
Chrysler  
De Soto  
Dodge

Hudson  
Kaiser  
Lincoln  
Mercury  
Nash

Packard  
Plymouth  
Pontiac  
Studebaker  
Willys-Overland

### FRENCH and Anglo-French (6 makes)

Citroen  
Ford Vedette  
Panhard

Peugeot  
Renault  
Simca

### GERMAN (5 makes)

B.M.W.  
Borgward  
Mercedes-Benz

Porsche  
Volkswagen

### ITALIAN (3 makes)

Alfa Romeo  
Fiat  
Lancia

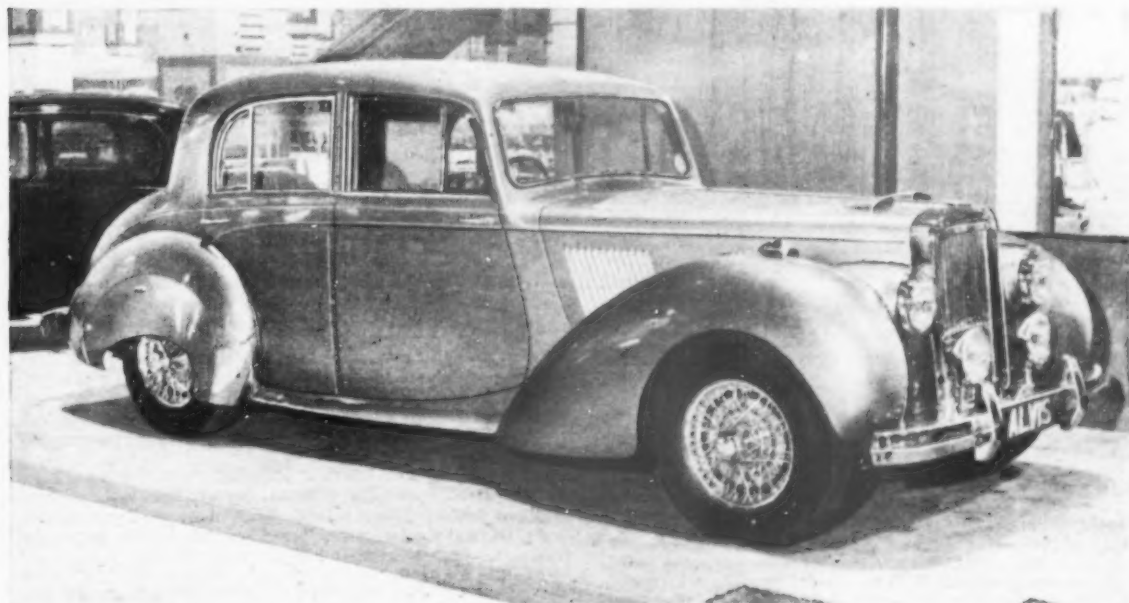
### SPANISH (1 make)

Pegaso

It is a great Show, an exciting Show, and may perhaps, like Barnum and Bailey's, be called the greatest contemporary show on earth. There are others which occupy a larger area, others which have more exhibitors, more stands, more exhibits. There is none with a title of the interest, none displaying a device with a title of the attraction that the car possesses. This has been termed the internal combustion age, and the Show has a way of illuminating that phrase. The public wants cars, and is prepared to spend a lot of money on them. How far the industry can go to meeting the resources and requirements of the greatest number is to be seen on the stands at Earls Court this year. It is a very long way.

## Engines

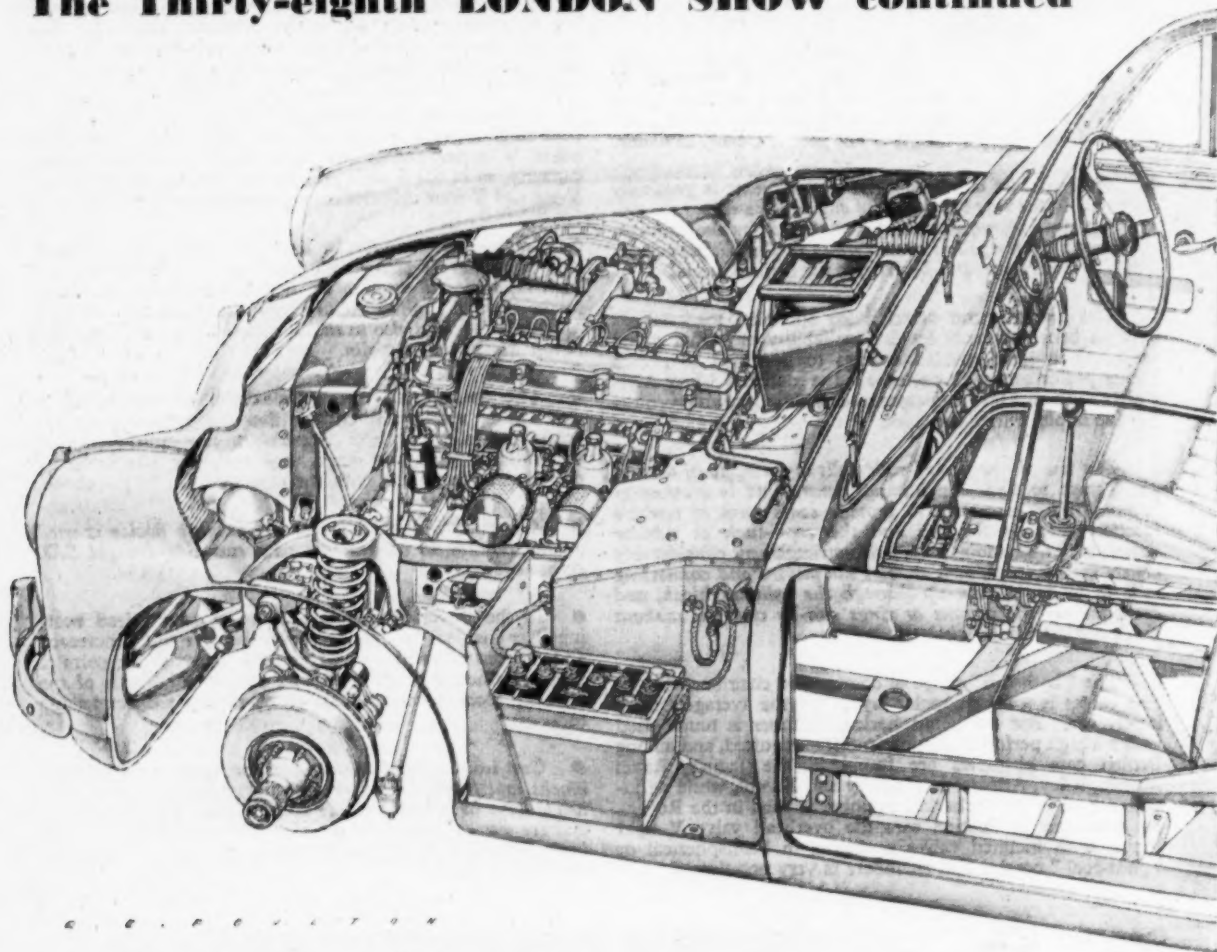
- The reintroduction of branded fuels in this country early this year has not as yet had a very marked influence on engine design, as it is necessary to produce vehicles for all markets. Although there is a steady increase in the availability of high-quality fuel, it is not yet universally available.
- Although the overhead valve arrangement is gradually superseding the side valve type of engine, side valves are still used by large manufacturers such as Ford for the Popular, Anglia and Prefect, the Rootes Group in the Hillman Minx and Humber Hawk, and Morris for the Oxford model.
- The manufacturer catering for specialist markets has perhaps benefited most by the availability of higher grade fuels, which have enabled engines to be tuned to give a higher performance; an example is the modified 3-litre Alvis which, with an 8.0 to 1 compression ratio engine, now enters the 100 m.p.h. saloon car class.
- The use of connecting rods split at an angle of around 45 degrees to their longitudinal centre line is increasing. Although it is necessary to provide some form of positive location between the rod and the cap—such as tubular dowels or serrated joint faces—this arrangement considerably assists maintenance, as it enables the pistons and connecting rods to be withdrawn up through the cylinder block, and consequently the pistons or rings can be changed without removing the crankshaft.
- The "bath tub" shape of combustion chamber with in-line valves is a very popular layout for the average British family car. But the hemispherical chamber is much used where a high performance power unit is required, and among British cars examples are found in the Jaguar, Aston Martin, Riley, Armstrong Siddeley and Bristol, while an inverted type of hemispherical chamber is used in the Rovers. In American production cars the overhead valve V-eight engine with inclined valves operating in hemispherical or "pent-roof" combustion chambers is very popular.
- A dual impeller is used in the water pump of the latest 2½-litre Riley engine, one impeller operating the normal engine cooling while the other circulates water for the heating system. The inlet for the heater impeller is supplied with water from the thermostat casing.
- Although the V-eight engine is used to produce a compact large-capacity power unit for several American cars, other V arrangements are used with a smaller engine capacity, as in the Lancia Aurelia and Appia, which have a V-six and V-four cylinder arrangement respectively.
- Detachable wet cylinder liners, a feature that considerably simplifies servicing and also enables a material with high resistance to wear to be used economically, are found in the Citroën Light 15 (Citroën first adopted this arrangement in 1934), and also in the Standard Vanguard, Lagonda, Aston Martin and Javelin.
- The thermostatically controlled hot-spot manifold is now widely used, as it ensures that the exhaust gases increase the inlet manifold temperature very quickly during the initial warming-up stage, thus enabling the car to be driven away from cold with the minimum use of the choke.
- A special cold starting and warming-up device is used on the Bentley in conjunction with two side-draught S.U. carburettors.
- In the Rover 90 engine the use of copper-lead bearings has enabled the cylinder bore diameter to be increased and the desired minimum water space between the pairs of bores retained without increasing the overall length of the cylinder block or crankshaft, or off-setting the connecting rods.
- Cast iron is still the most popular material for cylinder blocks and heads for overhead valve engines. Light alloy heads have been used on side valve engines for many years, and are also employed for the overhead valve heads of some high performance engines, in which case valve seat inserts are usually fitted.



Latest version of the already well-known Alvis 3-litre model is this TC21-100, called the Grey Lady. Body modifications and a tuned engine with a higher compression ratio are interesting features. Perhaps the greatest single attraction offered by this higher geared model is the fact that it will comfortably exceed 100 m.p.h.



## The Thirty-eighth LONDON SHOW continued



The new two-door Austin A.30 saloon which has been introduced to cater for those who seldom travel four up. The back of the driving seat can be tipped forward to allow easy access to the rear of the car and the front passenger seat folds forward completely. This model also has a restyled fascia, which has now been incorporated in both the two- and the four-door saloons. A four-speed gear box is used on this little car, with synchromesh on top, third and second gears, and a maximum speed of over 60 m.p.h. is available. Upholstery, though austere, is by no means stark.

● One of the most successful horizontally opposed flat-twin engines is that of the Panhard. A water-cooled flat-four engine is used by Jowett. Both engines have overhead valves.

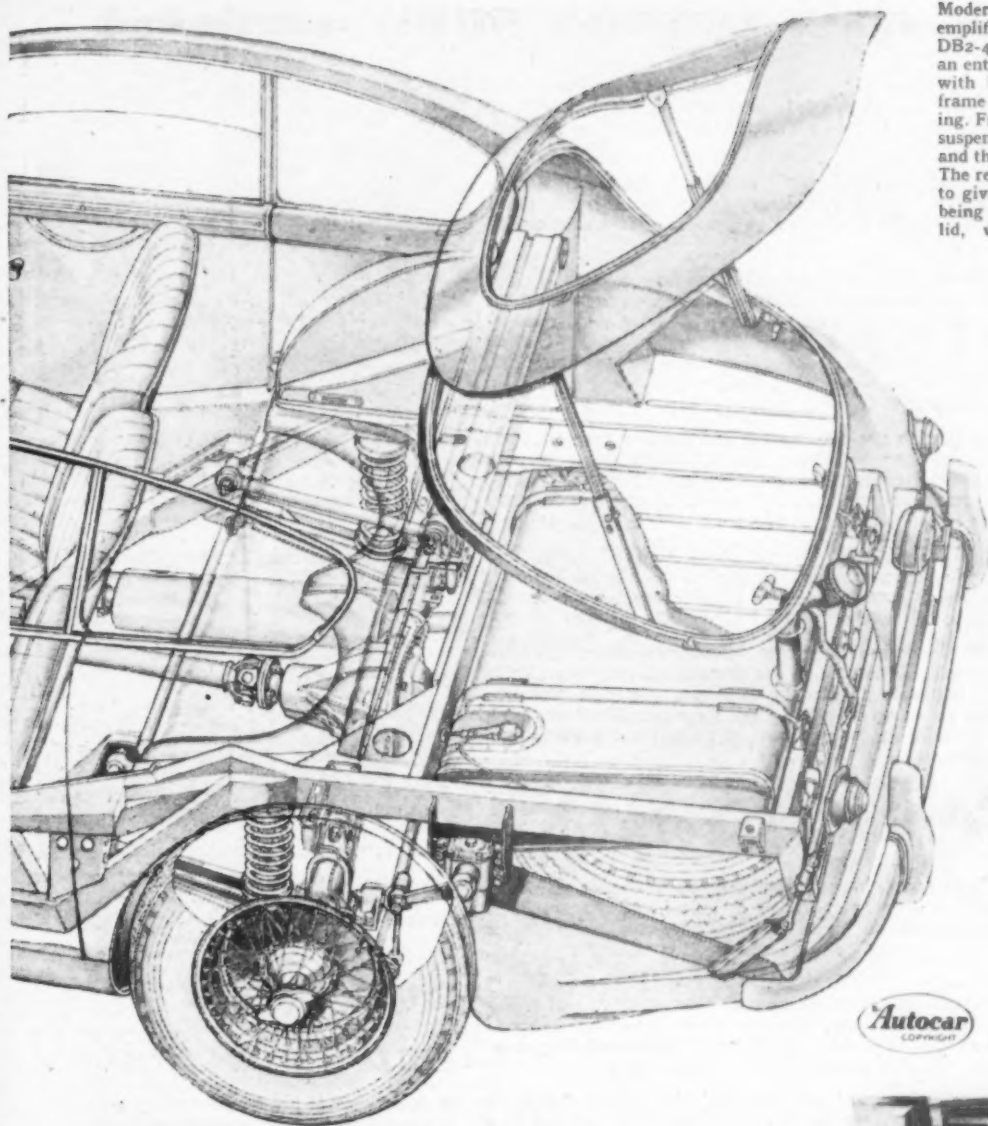
● A single side camshaft operating overhead valves by push rods and rockers is the order of the day on most in-line engines, while twin high or overhead camshafts are used on high-performance engines such as the Riley and Jaguar. Overhead inlet and side exhaust valves operated by one shaft are used by Rolls-Royce, Bentley and Rover, while British examples of inclined valves operated by a single camshaft are the Armstrong Siddeley and Bristol.

● Bolted-on crankshaft balance weights are used in the Bristol engine, which also has a torsional vibration damper at the front. Vibration dampers, with either a bonded rubber, or a captive sandwiched rubber, arrangement as on the Rover are becoming increasingly popular for six-cylinder engines.

● Pressurized radiator caps to increase the boiling temperature and to prevent surge of coolant are now almost universal, as also is water pump circulation—a necessary feature to operate a satisfactory interior heating system.

● The Hobourn Eaton type oil pump has superseded the twin gear unit in a number of engines. It has particular efficiency and provides a satisfactory output at low speeds. It is often fitted with a trap to prevent oil from the pump draining back into the sump when the engine is stationary.





Modern quality construction, exemplified by the Aston Martin DB2-4 at the Show. The car is an entity formed by the cladding with body panels of the space frame of rectangular welded tubing. From this the four wheels are suspended, independently in front, and the interior is then furnished. The rear seat backs fold forward to give extra luggage space, this being reached through the locker lid, which includes the rear window.

*Autocar*  
LONDON

## Transmissions

● There is more experiment and development going on in transmissions than in any other part of the car at the present time. Automatic transmissions have conquered America, and many British manufacturers feel that two-pedal control must come. The problem is to supply it in conjunction with medium-powered engines.

● Automatic transmission is available on three British cars—Rolls-Royce, Bentley and Jaguar. Rolls-Royce and Bentley offer it on the home market; Jaguar on the export Mark VII only.

● Borgward from Germany has completely automatic transmission on a medium-powered car (2,337 c.c., 80 b.h.p.). The basic device in all contemporary automatic transmissions is an hydraulic torque converter coupled with an epicyclic gear box. There are individual variations on this fundamental theme.

● None the less, the dry single-plate clutch is still used as the fundamental coupling between engine and transmission in 89 per cent of cars. It is simple, cheap to make, and gives long, trouble-free service.

● An interesting exception is Hudson, which has a single wet plate on three models—Wasp, Super Wasp and Hornet.



The appearance of this model, the new M.G. Magnette, suggests that it is worthy of that famous name. One interesting technical feature of this car is the universal joint which has been incorporated in the steering column.

## The Thirty-eighth LONDON SHOW continued

● Where synchromesh gear boxes are fitted, four speeds predominate, with three-speed boxes numbering about half of the four-speed total. A limited number of cars have five-speed gear boxes: Fiat 1900, Jensen Interceptor and 541, Pegaso 2.5 and 2.8.

● "Top" gears nowadays are frequently an overdrive, which permits high-speed cruising with economy as a result of the easy gait of the engine. Three speeds and overdrive are a popular alternative to automatic transmissions in American cars.

● Sometimes the overdrive is supplied by an additional unit, one well-known example being the Laycock-de Normanville. This is fitted, for example, to the Austin-Healey Hundred in which it is manually controlled by a small tumbler switch. It is optional on the Triumph Renown and Sports models. On the Renown it is brought into operation by a slight movement of the gear lever in a plane at right angles to its normal movement. A similar operation is used when it is fitted to the Standard Vanguard.

● One or two firms continue to use unorthodox but familiar transmissions. Daimler and Lanchester models have the famous fluid flywheel with an epicyclic box, ratios being quadrant-preselected from the steering column; the actual change is made by subsequent depression of the "clutch" pedal. Armstrong Siddeley provide electric preselection of ratios by means of a small switch on the steering column. This energizes solenoids controlling the epicyclic box.

● Farther back in the line of transmission, the hypoid bevel final drive holds sway in 75 per cent of the world's cars. The spiral bevel is used in just over 24 per cent, while the worm drive still survives in the Peugeot 203.

● There are, of course, the front-wheel drive cars, whose transmissions are individual (Citroen, Hotchkiss-Grégoire, Panhard); the rear engine, rear-wheel drive cars (Porsche, Renault 750, Volkswagen), and the clutchless change of gear provided by the Rover with the aid of a free-wheel. All these cars, however, use a normal gear box. So does Lancia, but mounts it aft, just ahead of the differential, for the sake of weight distribution.

## Frames and Structures

● For cars produced in large quantities, unit construction of chassis and body in sheet-steel pressings welded together continues to gain in popularity. The latest small cars, such as the Standard Eight and the new Ford Anglia and Prefect models, are among the many examples of this construction on show at Earls Court.

● Nevertheless, the separate chassis with box-section side members and cruciform bracing is still much in evidence, especially among cars in the higher-priced ranges. Good examples are found in Jaguar, Armstrong Siddeley and Riley cars; the majority of American models also use this form of construction.

● As far as cars built primarily for speed are concerned, the tubular chassis, in various forms, continues in the forefront of design. Frazer-Nash and the new A.C. Ace use two large-diameter tubes as the basis of their frames; Allard, twin tubes on each side, connected by steel plates. The Aston Martin DB2-4 and the Jaguar XK120C use multi-tube space frames, the former built of square-section material.

● The French Panhard continues to be the only example of a cast aluminium alloy frame, the majority of the panels being of sheet aluminium. This form of panelling, however, is to be found on many higher-priced or high-performance British cars; however, it may shortly be challenged by glass fibre construction, an example of which is to be seen in the new Singer Roadster.

● The front-wheel-drive Panhard cars also exemplify (as does Citroen) a form of construction in which the complete power and transmission unit, together with the front suspension, may be withdrawn from the rest of the car simply by undoing a few nuts—and even, in the case of the Panhard Dyna 54, without unlocking the car doors to obtain access to the interior!

● Sundry British manufacturers, however, employ a separately detachable front suspension and steering assembly, secured to the main chassis structure by bolts to facilitate assembly and possible subsequent repair.

● Not one example remains of the tubular central backbone type of chassis, once hailed in pre-war days as the design of the future. The concurrent advance in twin- and multi-tube chassis frame design is no doubt mainly responsible, together with the difficulty of providing the necessary body outriggers of sufficient strength to the backbone structure.



Carbodies, the Coventry coachwork specialists, show this Ford Zephyr convertible on their stand. The neat hood arrangement makes this model look particularly attractive.



A variant of the Porsche is this convertible coupé. The highly successful saloon model is also making its appearance in this country.

## Suspension and Steering

● Ninety-seven per cent of cars on the European and American markets now have independent front wheel suspension in one form or another. The most popular variety is that embodying a short top wishbone, a longer lower wishbone and a coil spring; this accounts for seventy per cent of all front suspensions.

● On the other hand, less than thirteen per cent of cars can boast of independent rear suspension. The latest addition to these select ranks is the A.C. Ace, which uses transverse leaf springs and wishbones at the rear as well as at the front. The only other British car with i.r.s. is the Lagonda, with a system utilizing torsion bars as the suspension medium.

● Rear suspension by half-elliptic leaf springs in conjunction with a live axle is still used on over sixty per cent of car models. In spite of the claims of i.r.s. and the de Dion system, especially in the direction of reducing the unsprung weight, the inherent simplicity

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*by*  
**VANDERVELL**  
*at the*  
**MOTOR SHOW**  
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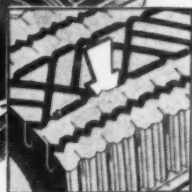
**STAND No. 268 FIRST FLOOR**



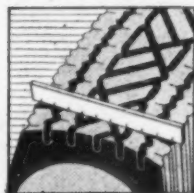
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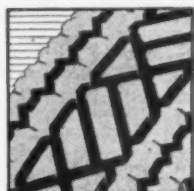
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**MOTOR SHOW**  
**EARLS COURT**

**Stand 207**

(1st Floor, Section D)





and reliability of the conventional Hotchkiss drive will keep it in the forefront for some time to come.

- The relative merits of rack and pinion steering and the more familiar steering gear box continue to be hotly disputed, especially on very fast cars. The Jaguar XK120C has the former type, as has the Aston Martin DB3S; the more familiar XK120 and DB2-4 models of the two makes, however, retain the normal steering box layout. The new Riley Pathfinder (unlike the former 2½-litre model) has a steering box, but the A.C. Ace uses rack and pinion.

- Few, if any, modern cars have a higher suspension rate (resulting in a stiffer suspension) at the front than at the back. Yet, at one time, the converse was unheard of, and early experiments on these lines were ridiculed; time has shown, however, that freedom from pitch with large wheel deflections can only be obtained with the arrangement now generally accepted.

- Front suspension by trailing arms is to be seen on Aston Martin, Porsche and Volkswagen stands, and also on the stand of Geo. Salter and Co., Ltd., in the accessory and component section. This last-named exhibit is illustrative of the Salter laminated torsion bar, in conjunction with the R.G.S.-Atalanta front suspension. Trailing-arm i.f.s. is often referred to as Porsche-type suspension, after the designer of the Volkswagen and pre-war racing Auto-Union cars in which it achieved fame.

- Several of the higher-priced British cars are fitted with the Burman recirculating-ball types of steering box. This, in effect, interposes ball bearings between sliding surfaces inherently present in a steering worm reduction gear.

- Independent rear suspension by swinging half-axes is to be seen on the Borgward, Mercedes-Benz, Renault, Porsche and Volkswagen stands.

- Several of the American cars at the Show are fitted with examples of power-assisted steering, among them Buick, Cadillac, Pontiac and Studebaker models. Generally speaking, these systems employ an hydraulically operated piston to supplement the steering effort exerted by the driver.

ON Tuesday of this week (October 20) a Jaguar XK120 two-seater covered a flying mile on the Jabbeke motor road in Belgium at an average speed of 172.412 m.p.h. The car, which was driven by Norman Dewis, chief test driver of Jaguar Cars, Ltd., was a standard production model fitted with catalogued optional extra speed equipment, with the addition of an undershield and cockpit coter. Normal commercially available British fuel was used, the tank being filled in England and sealed under R.A.C. supervision.

The speed recorded (by the R.A.C. of Belgium and subject to their official confirmation) was the mean of runs in both directions, and was the highest yet achieved by a production car with catalogued equipment.

## NO YARDSTICK . . .

This special issue of "The Autocar," one of three which complete the journalistic treatment of the London Show, is, in spite of its size and content, unrepresentative of the journal throughout the rest of the year. If, therefore, you who read this are new to "The Autocar," some indication of its regular features may well prove useful.

There is no ready-made niche into which such a journal falls. While technical, it is not exclusively for technical people. While enthusiastic, it is not exclusively for the enthusiast, be he sporting or an addict of motoring as a hobby. While news-conscious, it is not solely concerned with news of cars and the automobile industry. It is, in fact, a measure of everything, and is thus roundly complete.

The aim is to provide all the information required by the owner who is fundamentally interested in cars, and the fulfilment of this has led over the years to a number of features in which a measure of standardization applies, although changes are made from time to time as new developments demand new treatment. Thus new models are described in detail, the description being accompanied by cutaway drawings which assist the text in making constructional and engineering features clear. Currently available cars are road tested according to a system specifically developed from the angle of the owner, and the performance is published in a standard form which permits easy comparison. Practical advice for the owner is the subject of various series of articles, and readers' motoring problems are answered by a skilled staff with the maximum of experience. Even secondhand bargains are not overlooked, tests of used cars being published as a standard by which models of that age may be judged.

With motor sport still increasing in popularity, much space is devoted to the description of sporting events, in which staff photographers help to convey the excitement with the aid of the camera. Such coverage is by no means confined to this country, members of "The Autocar's" sports staff witnessing all the major events in the international calendar.

The list is not complete, nor could it ever be, because the rapid growth and increasing variety of motoring call for new features, new treatment, all the time. But if you have a fundamental love of cars, if driving well and safely is of absorbing interest to you, then you, too, as the advertisements say, will enjoy a weekly copy.

## . . . by which to judge



Using the same body pressings as the Wyvern model, the Vauxhall Velox, larger of the two, represents its company in their jubilee year at Earls Court. This car is fitted with the complete range of approved Vauxhall accessories.

## The Thirty-eighth LONDON SHOW continued

### Bodywork

● Several British manufacturers have taken advantage of the removal of the restriction on flashing direction indicators, formerly standardized by Continental and American manufacturers only.

● The Pinin Farina two-door drophead coachwork on the Rover stand has an ingenious front seat mounting. To increase the gap through which the occupants of the rear seats have to step, the front seats automatically move forward three or four inches when the back rests are tipped. The head framework of this striking car is covered with corduroy.

● Several of the expensive saloons in the coachwork section are fitted with a transparent Perspex panel in the roof. This greatly increases the light inside the car and, in order to avoid a greenhouse effect in hot climates, a shutter is provided which can be drawn across the transparent area.

● The Harold Radford Bentley Countryman must be alone in providing what, at one moment, appears to be a luxury saloon and, at the next, an estate car of great carrying capacity. Further, the seats can be arranged to become two comfortable beds.

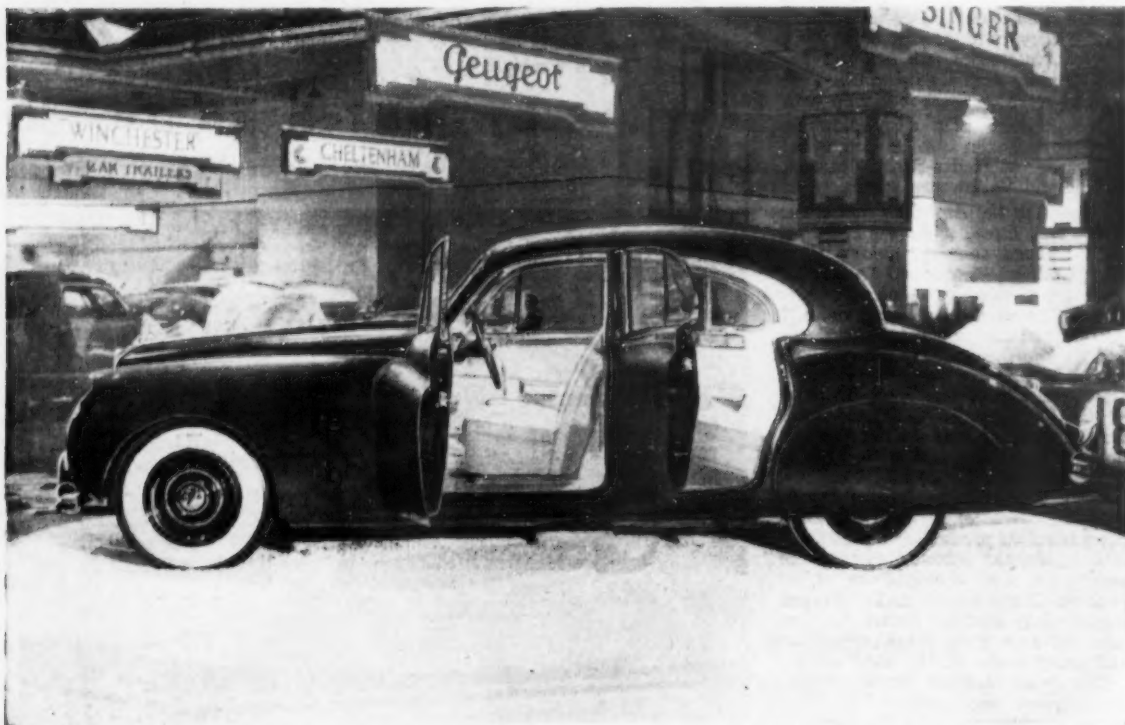
● There is an increase in the use of power operation of convertible heads, glass divisions in limousines, and side windows; in one case power is employed to raise or lower the wireless aerial. Several examples are found on the coachwork stands, and on the stands of the American manufacturers.

● Luggage accommodation has received increased attention. In several cars the rear seats can be stowed or folded in such a way that the rear and luggage compartments combine to form one large luggage space. Examples are seen in the Standard Eight, Aston Martin DB2-4 saloon, and the two-door sports saloon coachwork by E. D. Abbott on a Bentley chassis.

● Definitely in the luxury class is the 2½-litre Lanchester Dauphin with two-door saloon coachwork by Hooper, which carries a basic price of £2,830. Superlative comfort is provided for the four occupants of this newcomer to the ranks of exclusive cars.

● Slowly but surely the classic-styled open British sports cars are moving towards the all-enveloping aerodynamic form; wings are not as separate as they used to be and radiators are no longer vertical, though the characteristics still remain. The A.C. Ace is a striking new arrival in the aerodynamic idiom, and sporting motorists are well served by M.G., Morgan, Austin-Healey, Jaguar, Allard, Singer, and, in the more costly class, the Frazer-Nash, Abbott's drophead coupé coachwork on the Bristol 404 chassis, the DB2-4 Aston Martin, and the impressive new Daimler.

● Small car coachwork reaches an all-time high level for simplicity on the little 2 c.v. Citroën, now, in common with other Citroën models, to be assembled at Slough. The roof of this four-door four-seater can be rolled up to make an open car. Though the interior trim is stark to a degree there is surprising comfort.



Open for inspection this Jaguar Mark VII stands proudly beside the Le Mans-winning XK120 C. These are two models which have done much for British prestige abroad; three versions of the XK120 two seater are also on show.

# Power with a pedigree . . .

## THE HUMBER *Super Snipe*

More power than you'll ever need . . . more comfort than you've ever dreamed of . . . more safety than really fast driving ever calls for . . . and doubly proved in record-breaking transcontinental trials. That is the Humber Super Snipe . . . a car to be owned with pride. *White-wall tyres, optional extra.*



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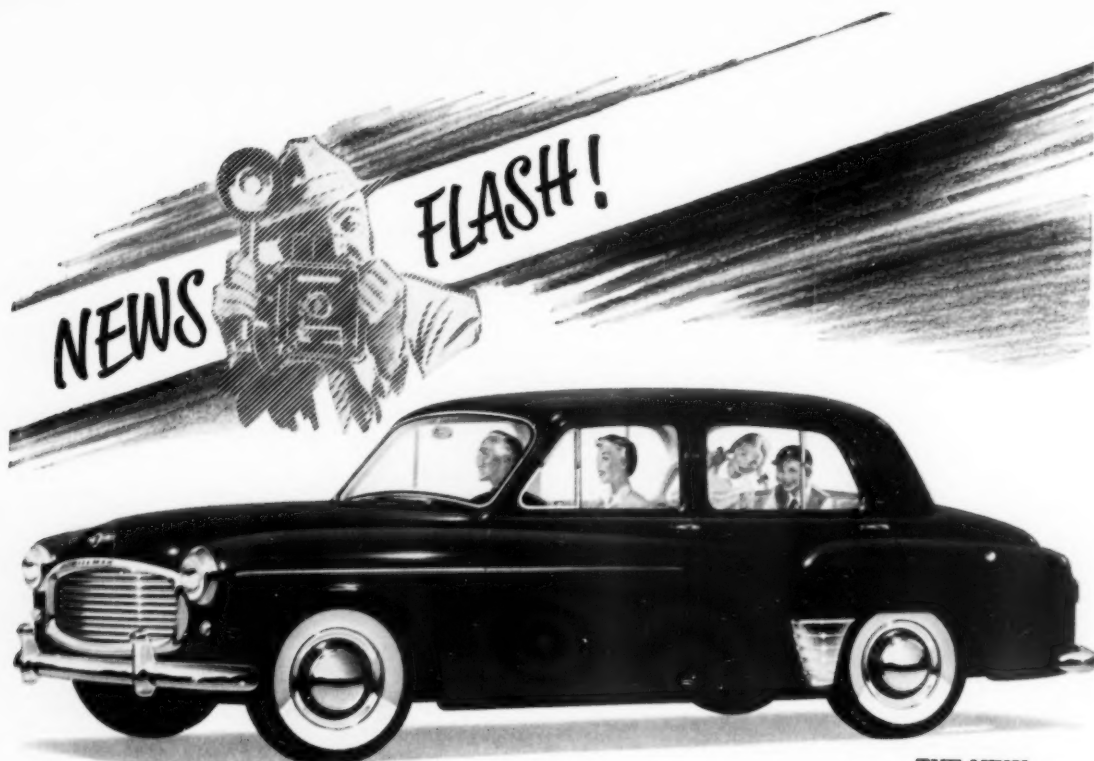


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THE NEW  
**HILLMAN**  
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*A bigger and better*  
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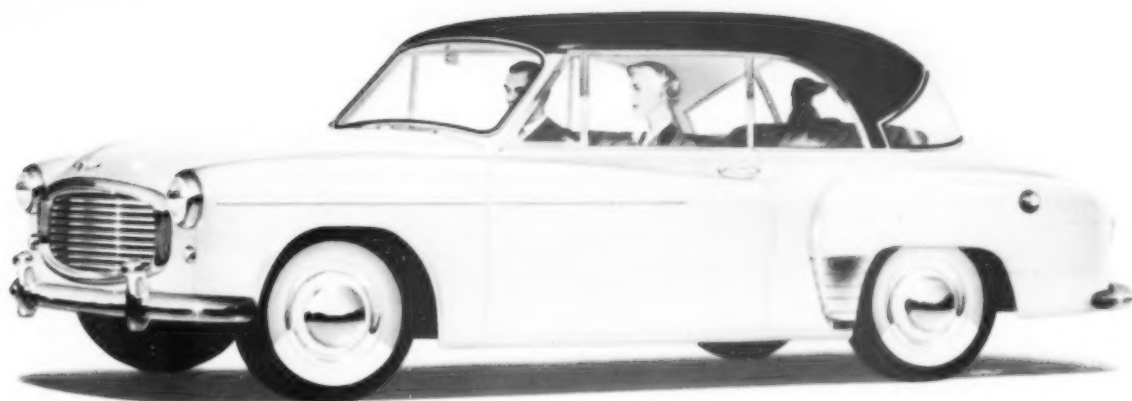
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MINX  
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Triple success—as an open car with fold-away hood, a town coupé, or the comfort of a saloon. Three cars in one, to match any mood, any occasion, any weather.





# **HILLMAN CALIFORNIAN**

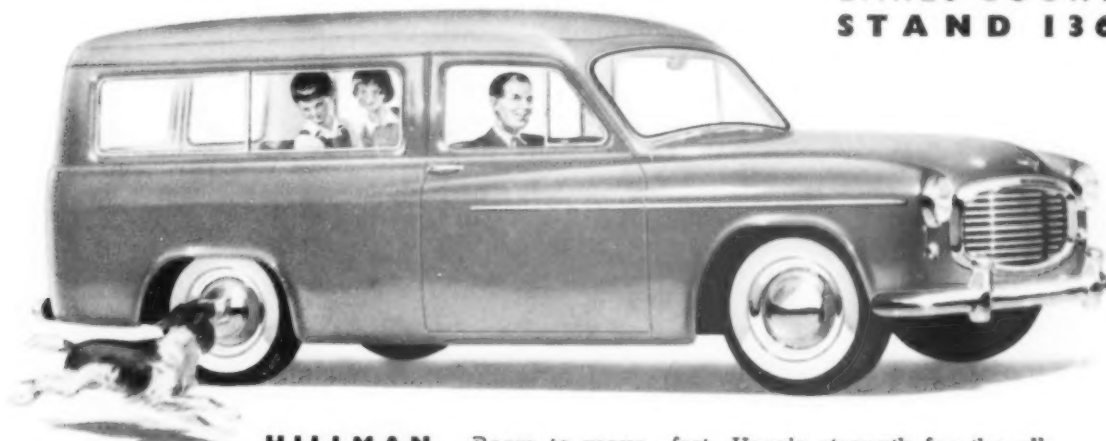
Looked at, or looked out of, the view is superb. Windows drop down clear into the body panels, and up or down, for all-round vision the sky's the limit. Dual colour schemes.

This motoring year, looks make news! The 'Big Car' beauty of the new Minx Saloon, with added luggage space to match its five seater comfort . . . The exciting international elegance of the Hillman Californian, style-setter for years to come . . . The sleek grace of the Minx Convertible, weatherwise in its easy adaptability to every occasion . . . The all-purpose smartness and style of the Estate Car, equally at home in town or country.

Yes, looks make news. But the best news of all—the choice is yours. See them at the Motor Show. Then try them on the road at your Hillman dealers, and you'll agree: no car more surely earned its world-wide fame. It's big car motoring at light car cost at Hillman's incomparable best.

*White-wall tyres, over-riders and chromium rimfinishers, optional extras.*

**EARLS COURT  
STAND 136**



# **HILLMAN ESTATE CAR**

Room to move—fast. Here's strength for the all-purpose, all-weather work on the estate, style and comfort for touring or town. Wide rear doors for easy loading and a fold-flat rear seat for added space.

## Rootes Group Cars make a wonderful show!

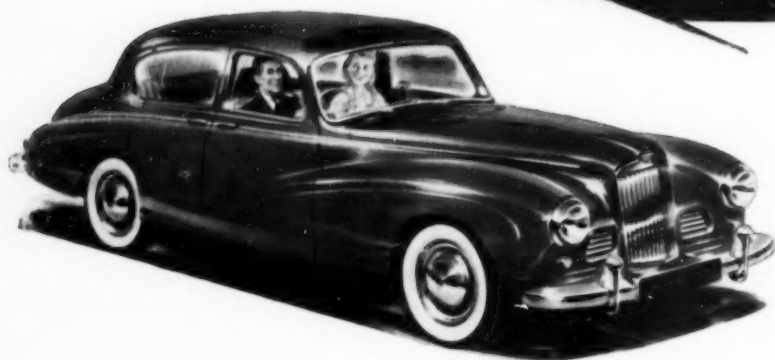
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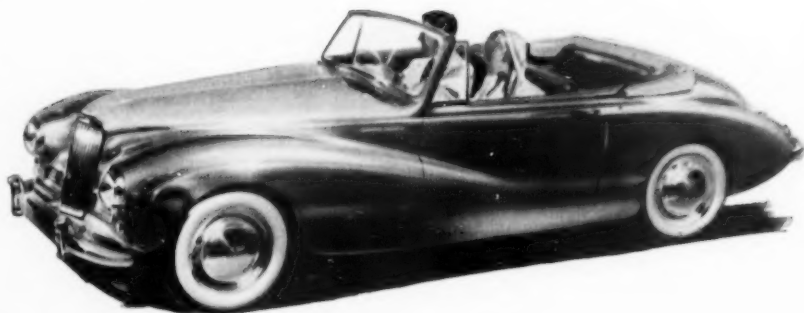
## **The Sunbeam-Talbot Saloon**

Equally true to its great tradition is the Sunbeam-Talbot Saloon. It combines in high degree all the qualities that have repeatedly gained international success—effortless high speed, brilliant acceleration, and supreme accuracy of control.

# ...leading the world in style

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In the Sunbeam-Talbot Convertible, proved powers of endurance are matched with sleek and lovely lines in a car admired as much for its beauty as for its truly exhilarating performance.



## **SUNBEAM-TALBOT**

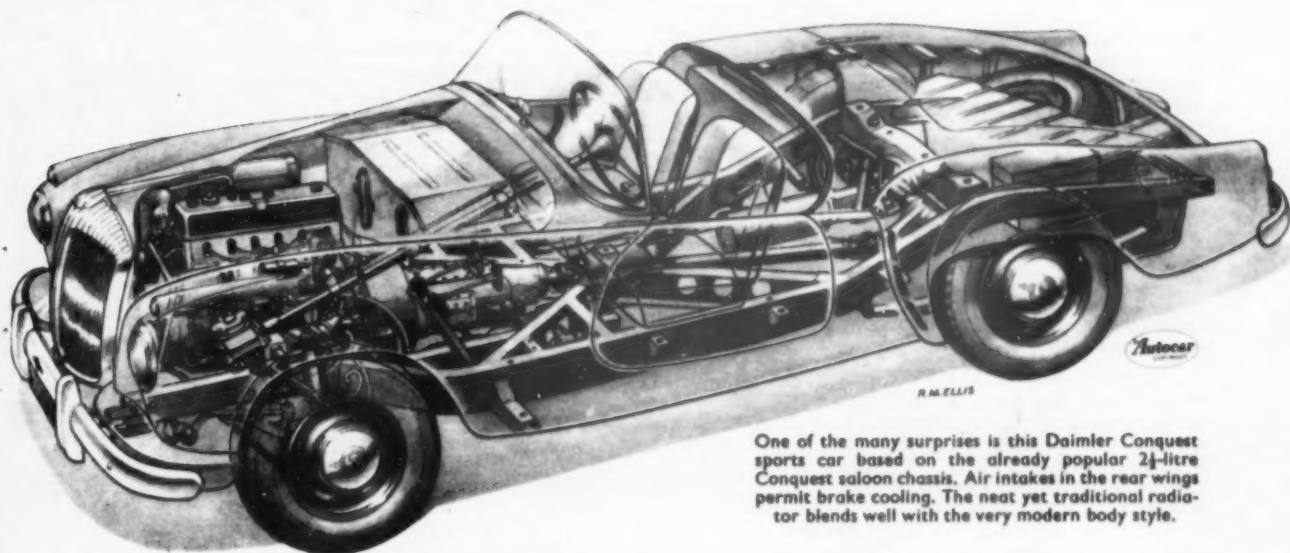
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## **SUNBEAM ALPINE**

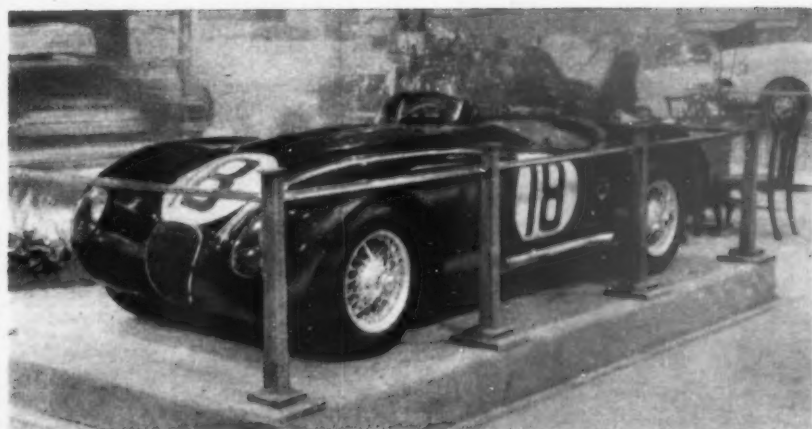
EARLS COURT **STAND 134**

**ROOTES GROUP CARS MAKE A WONDERFUL SHOW!**

## The Thirty-eighth LONDON SHOW continued



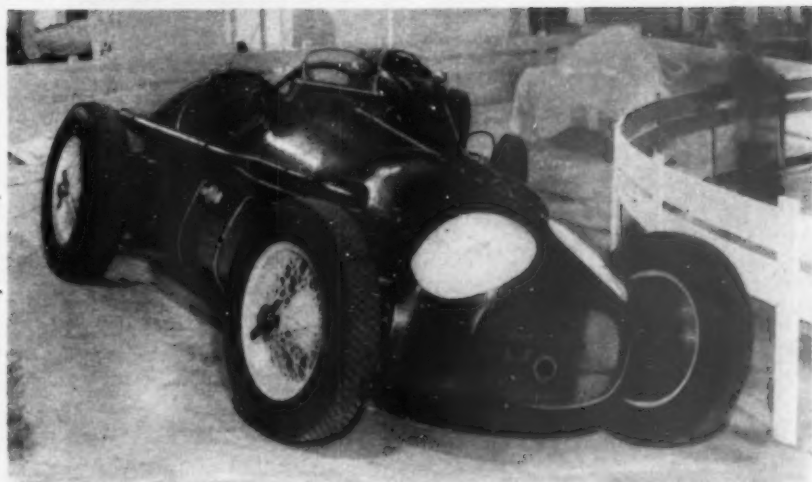
One of the many surprises is this Daimler Conquest sports car based on the already popular 2½-litre Conquest saloon chassis. Air intakes in the rear wings permit brake cooling. The neat yet traditional radiator blends well with the very modern body style.



### Brakes

● Although the hydraulically-operated two-leading shoe front and leading and trailing shoe rear brakes are widely used for medium-sized cars, alternative systems are appearing. A two-trailing shoe system, assisted by a servo, is fitted to the new Riley Pathfinder.

● Disc brakes demonstrated their superiority over other systems on the Le Mans-winning C-type Jaguars, but have not yet reached the production stage in this country.



Strictly for the sporting enthusiast are the models shown in this group. Top: The Le Mans winning Jaguar XK120C. Bottom left: A glistening example of a formula 2 H.W.M. - Bottom right: The streamlined record-breaking 500 c.c. Cooper and the Staride over the bonnet of the K3 Allard

## The Thirty-eighth LONDON SHOW continued

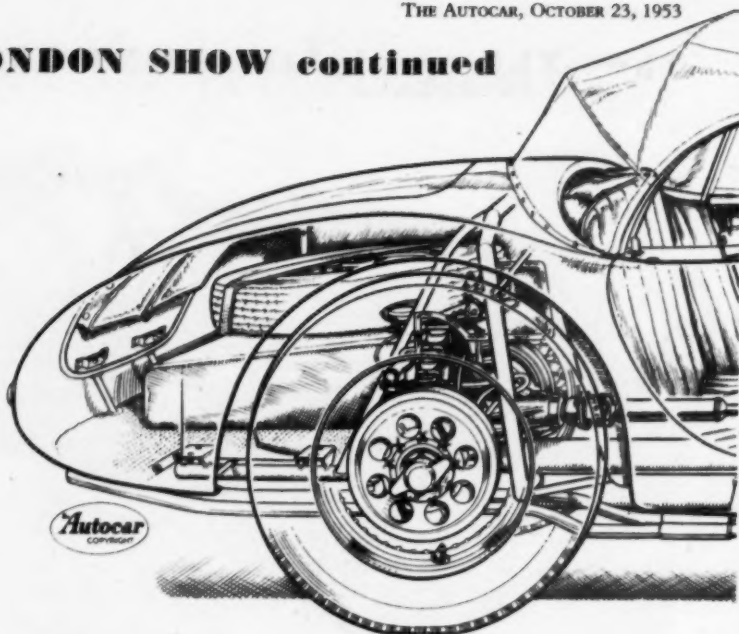
● There are many problems still to be solved before disc brakes are completely satisfactory for ordinary car operation; although the exposed discs assist cooling, lining wear is increased, particularly in dusty operating conditions. The use of disc brakes at the rear may require redesign of the axle bearings.

● A mechanical servo system, energized from the propeller-shaft, has for long been used on Rolls-Royce and Bentley cars. Leading and trailing shoes with equal wear mechanism are incorporated in the design.

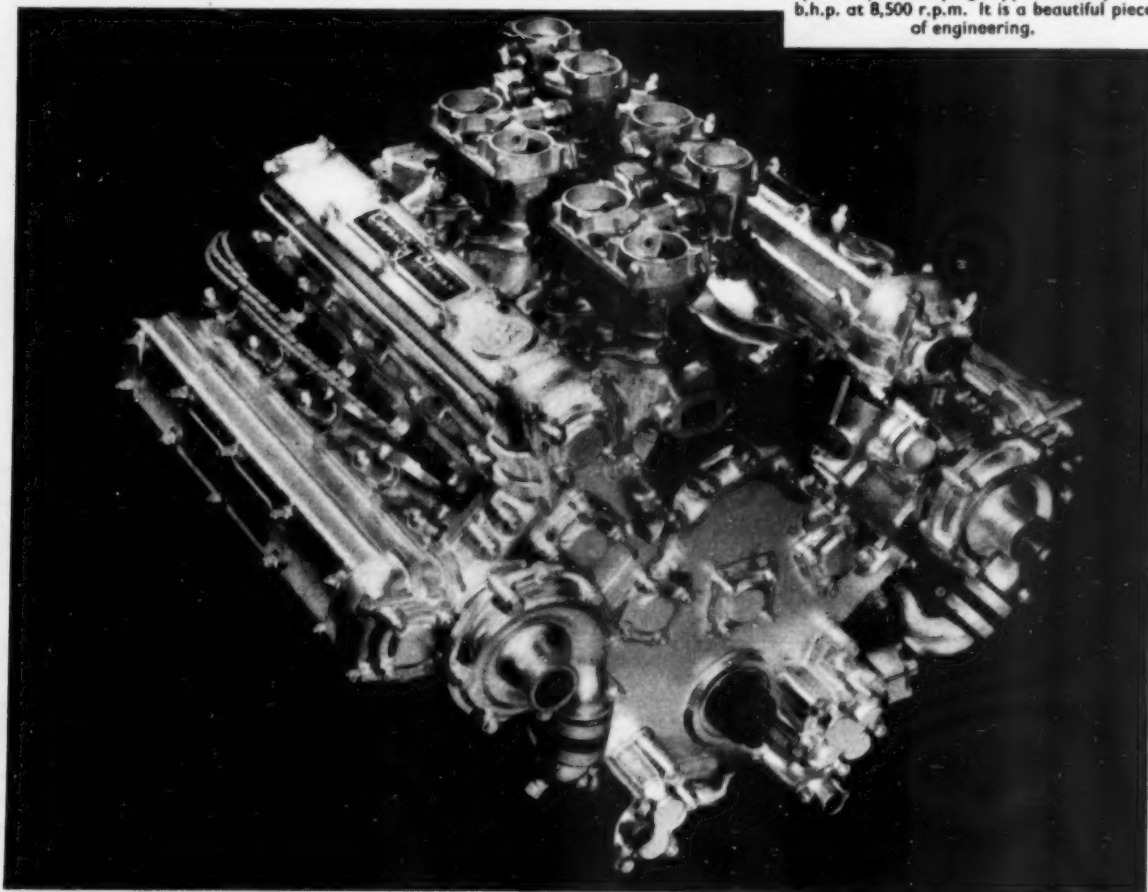
● Automatic brake adjusters are fitted to some of the faster cars, particularly for the front brakes. Their use can sometimes enable a larger leverage ratio to be used, thereby decreasing the necessary pedal pressure.

● An ingenious design of brake drum is used on the short-chassis Bristol 404. It is a bi-metal Alfin type and the outside edge of the drum is tapered so that it roughly follows the interior contour of the wheel, thus permitting the largest possible diameter brake, together with a stiff drum. This system is fitted with automatic adjusters.

● With the Borg-Warner automatic transmission a locking device is incorporated to ensure that, if the brakes are applied and the car is brought to rest with the selector lever in one of the drive positions, the brakes are held on to prevent the car creeping in traffic; as soon as the throttle is opened they are automatically released.

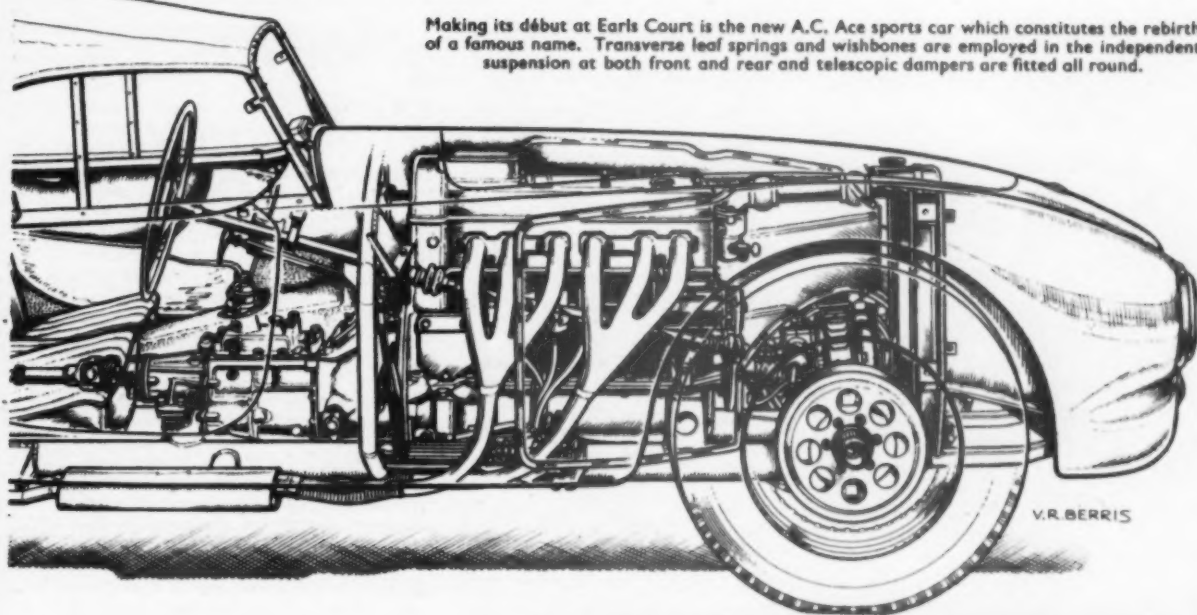


On Stand 30 in the Marine Section is an exhibit of very great interest to motorists. This is the Coventry Climax lightweight petrol engine, which fully complies with the 1954 Grand Prix formula (2½ litres unsupercharged). This engine, fully described in *The Autocar*, August 7, is a V-eight (with twin overhead camshafts on each bank of cylinders) developing approximately 250 b.h.p. at 8,500 r.p.m. It is a beautiful piece of engineering.





Making its début at Earls Court is the new A.C. Ace sports car which constitutes the rebirth of a famous name. Transverse leaf springs and wishbones are employed in the independent suspension at both front and rear and telescopic dampers are fitted all round.



Right: A most interesting exhibit is this 2 c.v. Citroën which makes its first appearance in Britain. The 375 c.c. engine develops 9 b.h.p. at 3,500 r.p.m. The four-seater body has a fabric top and is of extremely light construction. This model will now be assembled at Slough in common with other Citroën products. As is normal Citroën practice, front wheel drive is employed.



The integral body-chassis Simca Aronde is worthy of study. The four-cylinder overhead valve engine develops 45 b.h.p. at 4,500 r.p.m. and the car is typical of French practice. This is the Grande Large two-door model.





The Lancia Appia, a new small 1,090 c.c. model on show at Earls Court for the first time. Like other Italian cars, it is not generally available in this country.

## Equipment

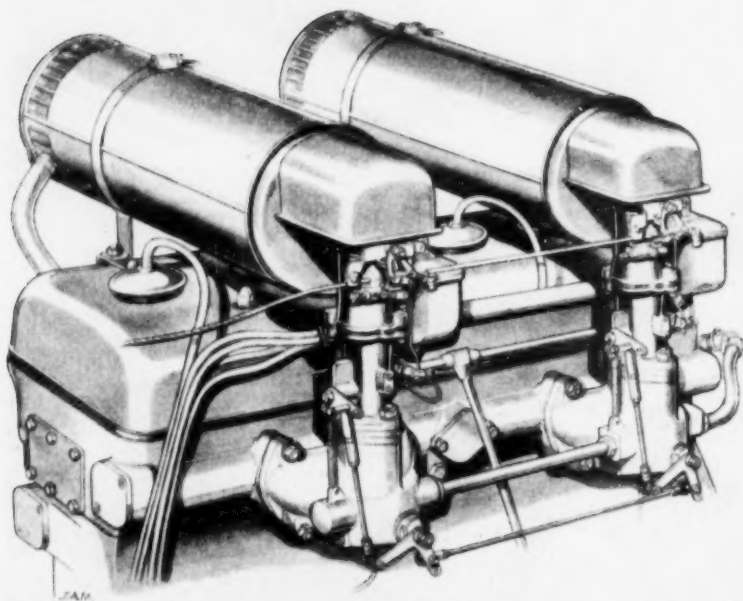
WITH a return to more normal trading conditions the attempts of manufacturers to reduce prices have led to more equipment becoming optional as extras. Some Austin cars are among those with heaters relegated to the category of extras, and the hub plates of the small Standard are available only at extra cost.

● Radio manufacturers have made changes in the appearance of their sets so that they blend more easily with modern interior styling. Many manufacturers of cars can now recommend particular sets which have been designed to fit their cars.

● Controls of radios have also been improved, and it is not now generally necessary to use tools to reset any of the stations connected to the press-buttons or selector switches.

● Really widespread use is now being made of the vacuum advance device on distributors. It has proved to be an effective way to increase m.p.g. without injurious additional effects.

## The Thirty-eighth LONDON SHOW continued



A two-carburettor conversion for the Armstrong Siddeley Sapphire may be obtained as an extra. The additional carburettor increases the car's already good maximum speed by nearly 5 m.p.h.





**The Ford Prefect.** This recently announced car and its sister, the Anglia, have introduced new standards of ride and comfort at this price level. They follow Consul and Zephyr practice.

Push-button catches are used on the M.G. Magnette's door locks. The comfortable and inviting rear seat has a pull-down central arm-rest.



Already extremely successful in sporting events, the Sunbeam Alpine is attractively displayed. This car is a development of the Sunbeam-Talbot 90, and is now available on the British market.





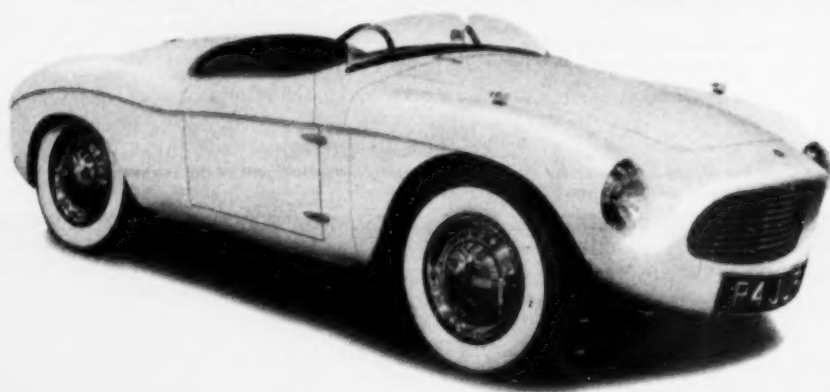


A distinctly sporting appearance has been emphasized on the A.C. Ace by the use of centre lock wire wheels.

Aston Martin DB3S models are already famous for their exceptional sporting successes. This example looks particularly impressive in its show setting.



## The Thirty-eighth LONDON SHOW continued



The Jowett Jupiter R4. Body panelling is part-plastic and the frontal radius permits good brake cooling.

This Ford X-100 is a purely experimental model. The aircraft type Perspex cockpit and the fabulous equipment on this car make it one of the focal points for Show visitors.

● Most cars use electric screen wipers, but on American cars in particular the suction wiper is still popular. Suction wipers are being improved and, with the aid of a reservoir, most will continue to work well even when the engine is under heavy load. They are self-parking.

● Good plastic materials are now available for making hoods. These repay first cost in durability and resistance to acid in the atmosphere, shrinking, and so on. On some cars hoods of these materials are fitted as standard.

● As yet there is no sign of British cars being produced with really austere equipment. The 2 c.v. Citroen continues to set the example for simplicity of interior appointments.





THE AUTOCAR,  
OCTOBER 23, 1953

The Lanchester Dauphin is the latest product of this well-known company. Coachwork is by Hooper, and the aim is to provide a luxury four-seater.



● *Parcels shelves are becoming more popular. They are to be seen as recent additions to the Ford Consul and Zephyr and to the Austin Seven. The instruments and switches tend to be confined to a single panel, often surrounding the steering column.*

● *One tyre company has made a new effort to combat the tyre wear which has tended to increase on high-performance cars since the advent of independent front suspension. The tyres are reinforced with steel mesh.*

● *Virtually all cars are now designed to take a heater without mutilation of the fascia. Demister ducts are fitted so that heater installation is very easy.*

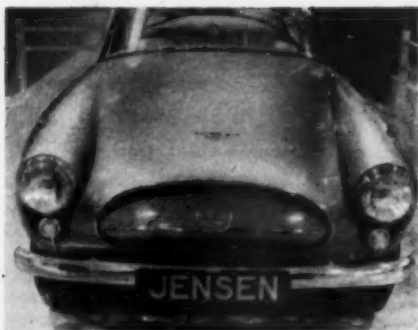
● *The new Ford Prefect and Anglia have grouped side and head lamps in one cowl in each front wing. This grouping of lights was already popular at the rear of American cars, and the idea of doing this at the front may well spread.*

Above: The Jensen 541 is a strikingly styled new model with many original features. Bottom left: The 2-litre Renault, which is of integral body-chassis construction, and has independent suspension of all four wheels. Bottom right: The modified frontal appearance of the Morgan open two-seater. This car is powered by the 2.1-litre Standard engine.





## The Thirty-eighth LONDON SHOW continued



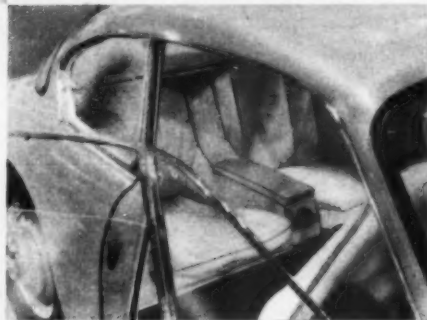
Above, left: This Frazer-Nash coupé is a direct successor to the car which went so well at Le Mans earlier this year. Right: Famous before the war for roadholding and a useful performance, the Fiat 1100 has made a welcome return. The appearance of the new car is very different from that of its predecessor, however, being representative of the modern family car style.

An unusual departure in seating has been made in the outstandingly interesting Jensen 541. In effect the car is fitted with four bucket seats. Between those at the rear are an armrest and ashtray.



No grille at all is used at the front of the new Jensen. Air intakes for brake cooling are formed round the supplementary lamps beneath the head lamps.

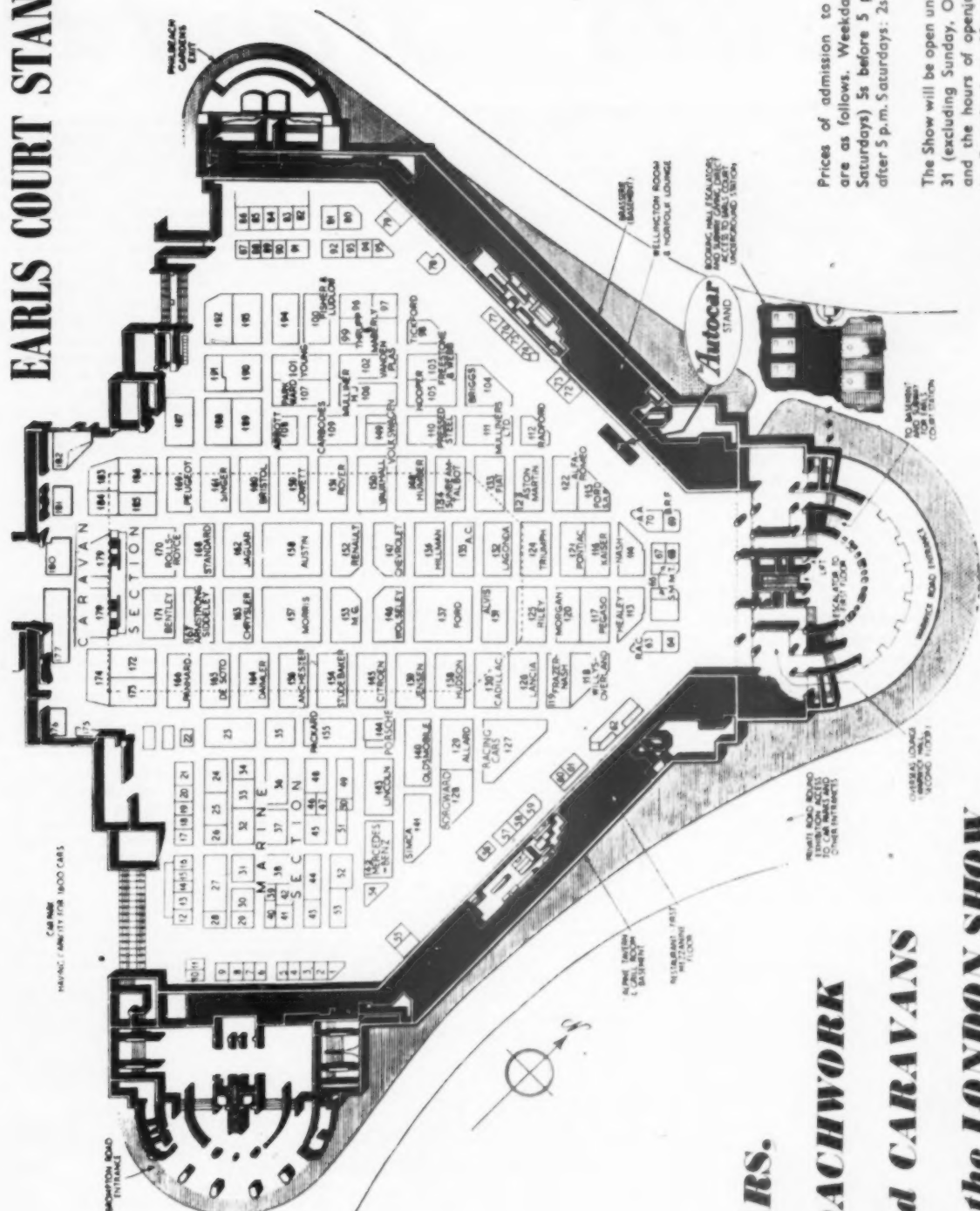
Left: On the Panhard Dyna 54 a Venetian-type blind provides protection from sun heat. This is an extremely useful fitting in cases of large, inclined rear windows.



As has been the custom for the last two years, a striking Daimler is to be found on the Hooper stand. Considerable modification has taken place to the radiator, but it is still recognizably Daimler. Harmonious curves disguise the size of the body.



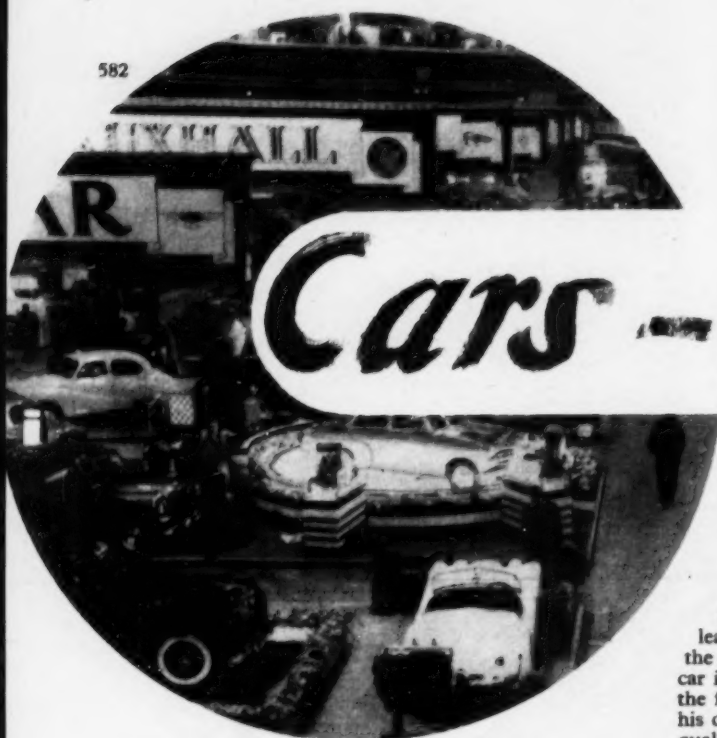
# EARLS COURT STAND PLAN



Prices of admission to the Show are as follows. Weekdays (except Saturdays) 5s before 5 p.m., 2s 6d after 5 p.m. Saturdays: 2s 6d all day.

The Show will be open until October 31 (excluding Sunday, October 25) and the hours of opening (including Saturdays) are 10 a.m. to 9 p.m.





# Cars - Stand to

**I**N this section of the Show Report issue of *The Autocar*, the exhibits on the stands in the car section are described in detail under the make of car and the stand number. The position of the stand in question may be easily ascertained by reference to the plan of the Show on page 581.

As is customary, the attempt has been made to give

particular assistance to those who may be studying this issue as a guide to purchase of their first car, because it is felt that the choice is bewildering, and unless the prospective motorist has some idea of the character of the car concerned, and the intention in the mind of the manufacturer in producing it, he may be misled into an unsuitable purchase.

There is little point in the purchase of a 100 m.p.h. saloon (to take an extreme example) if the buyer has no intention of exceeding 50 m.p.h. and no inclination to learn the special skills that really high speeds call for from the driver. Nor is the purchase of a medium-powered quality car ideal for, say, the farmer-motorist whose home is at the far end of a long and rough track, and who must use his car for market transport and to tow cattle trailers; the quality car is quite capable of such service, but a more knockabout type, rather over-powered, would be a better purchase. These examples may pose an elementary lesson in suitability of vehicle, but it must be remembered that the first acquisition of a car is very often a plunge into unknown waters.

Motorists who, having narrowed down their choice to a few examples, remain uncertain as to which would best suit their purpose, may care to make use of *The Autocar* Readers' Service.

## A.C.

A.C. Cars, Ltd., High Street, Thames Ditton, Surrey

**A** NEW sports two-seater, known as the A.C. Ace, is featured as both a complete car and an exhibition chassis. It is powered by a tuned version of the 2-litre six-cylinder engine, mounted in a light tubular chassis. Independent suspension is used at both front and rear, by transverse leaf springs and tubular lower wishbones; short final drive shafts carry twin universal joints. Other features include centre-lock wire wheels and hydraulically operated brakes working in 11in diameter Al-Fin drums; a maximum speed of over 100 m.p.h. is claimed for this model.

Both two-door and four-door versions of the 2-litre saloon, which is continued basically unchanged, are also on show.

Tip-up front seat giving access to the shaped occasional back seats of the Aston Martin DB2-4. The backrest folds forward when not required, to give extra luggage space.

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### Specification

2-litre: 6-cyl, 65 x 100 mm (2.56 x 3.94in.), 1,991 c.c. (121.49 cu. in); o.h.c.; compression ratio, 6.75 to 1; 76 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.55, 6.2, 9.0 and 15.4 to 1); central control. Suspension, j-elliptic springs front and rear. Brakes, Girling, hydraulic front and rear.

Wheelbase: 9ft 9in (29.7 cm); widest track, 4ft 8in (141.54 cm). Overall length, 15ft 4in (467 cm); width, 5ft 7in (170 cm); height, 5ft 1in (155 cm); ground clearance, 7in (18 cm). Turning circle, 39ft (11.88 cm). Weight (approx.), Saloon, 2-door, 2,926 lb (1,330 kg); Saloon, 4-door, 2,955 lb (1,343 kg); Sports Tourer, 2,842 lb (1,292 kg).

Tank capacity, 114 Imperial gallons (52 litres).

Tyre size, 6.70-16 in. Battery, 12-volt, 69 a/h.

List price: 2-door saloon £1,027 12s 2d; 4-door £1,107 19s 4d; tourer £1,154.

Ace: 6-cyl, 65 x 100 mm (2.56 x 3.94in.), 1,991 c.c. (121.49 cu. in); o.h.c.; compression ratio, 7.5 to 1; 85 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.64, 4.98, 7.21 and 12.34 to 1); central control. Suspension, independent front and rear, transverse springs. Brakes, Girling, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 7ft 6in (228.64 cm); widest track, 4ft 2in (127 cm). Overall length, 12ft 5in (378.5 cm); width, 4ft 11in (151.13 cm); height, to top of scuttle, 2ft 10in (86.36 cm). Weight (approx.), 1,680 lb (764 kg). Tyre size, 5.50-16in. Battery, 12-volt.

List price: 2-seater sports £915.

## ALFA ROMEO

Thomson and Taylor (Brooklands), Ltd., Portsmouth Road, Cobham, Surrey

**T**HE latest model from Alfa Romeo, the 1900C coupé with coachwork by Pinin Farina, is on show, together with several examples of the standard 1900 Alfa Romeo four-door saloon.

The coupé with this particular body was first announced at the Paris Show this year,

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and this is the first time it has been displayed in this country. It has a streamlined two-door closed two-seater body with a particularly large three-piece wrap-round rear window. Familiar Alfa Romeo frontal styling is retained on both models.

Both cars are powered by four-cylinder overhead twin camshaft engines, and have coil spring and wishbone front suspension. Centre lock wire wheels are used on the C type coupé.

Alfa Romeo cars, the products of one of Italy's most famous manufacturers, are high-speed cruising models intended for the good fast driver. The company is famous in racing, and racing experience can be traced in much of the design.

### Specification

1900: 4-cyl, 82.5 x 88 mm (3.24 x 3.46in), 1,884 c.c. (149.24 cu. in); o.h.c.; compression ratio, 7.5 to 1; 80 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.1, 5.9, 8.69 and 13.33 to 1); steering column control. Suspension, independent front; coil springs front and rear. Brakes, Girling, hydraulic front and rear.

Wheelbase: 8ft 7in (262.85 cm); widest track, 4ft 3in (130.8 cm). Overall length, 14ft 5in (440 cm); width, 5ft 2in (159.39 cm); height, 4ft 10in (149 cm); ground clearance, 6in (16.5 cm). Turning circle, 32ft (9.75 cm). Weight (approx.), 2,535 lb (1,154 kg).

Tank capacity, 104 Imperial gallons (46.59 litres).

Tyre size, 6.50-16in. Battery, 12-volt, 38 a/h.

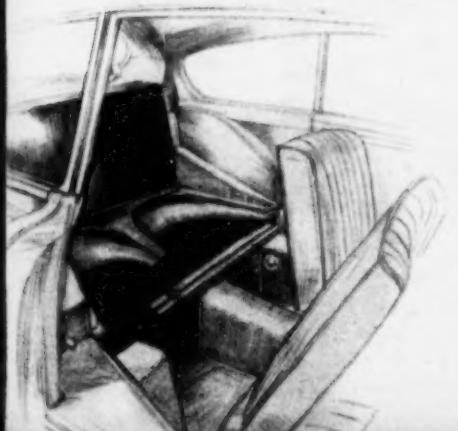
No price quoted.

## ALLARD

Allard Motor Co., Ltd., 24-26, Gresham High Street, London, E.W.4

**A**LTHOUGH there is no change in the models exhibited on the Allard stand compared with last year, it is interesting

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# Stand

to note that the price of both the Ford Consul and the Zephyr-engined Palm Beach open three-seater sports cars has been reduced. Designed originally for the American export market, these cars are now available in this country. Also on show is the Monte Carlo saloon; this is based on the model with which Mr. Sydney Allard won the Monte Carlo Rally in 1952.

For those who require the superb performance produced by a large engine and low all-up weight, there is the K.3 model with, basically, a 95 b.h.p. 3½-litre V8 engine. This car is designed to accommodate at extra cost Cadillac or Chrysler V-eight engines in countries where these units can be purchased.

Allards are produced by enthusiasts chiefly for enthusiasts, Sydney Allard being a well-known competitor in racing and sporting events. The firm is unusually situated (for a car manufacturer) in London.

## Specification

**Palm Beach:** 6-cyl, 79.37 x 76.2 mm (3.125 x 3 in), 2,262 c.c. (138 cu. in); o.h.v.; compression ratio, 6.8 to 1; 68 b.h.p. at 4,000 r.p.m.; alternative, 4-cyl, 79.37 x 76.2 mm (3.125 x 3 in), 1,508 c.c. (92 cu. in); 47 b.h.p. at 4,400 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.11, 6.87 and 13.45 to 1); central control. Suspension, independent front; coil springs front and rear. Brakes, Girling, hydraulic front and rear; two-leading shoe front.

Wheelbase: 8ft (243.8 cm); widest track, front, 4ft 3in (129.54 cm). Overall length, 13ft 1½in (396 cm); width, 4ft 1½in (149.86 cm); height, hood erected, 4ft 6in (137.2 cm); ground clearance, 5in (13 cm). Turning circle, 28ft (853 cm). Weight (approx.), 4 cyl, 1,848 lb (840 kg); 6 cyl, 1,932 lb (878 kg).

Tank capacity, 8½ Imperial gallons (38.64 litres). Tyre size, 6.40—13 in. Battery, 12 volt, 45 a.h.

List price: 3 seater sports, 4-cyl, £720; 6-cyl £750.

**Monte Carlo and Safari:** 8-cyl, 77.79 x 95.25 mm (3.06 x 3.875 in), 3,622 c.c. (221 cu. in); side valves; compression ratio, 6.1 to 1; 85 b.h.p. at 3,500 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.78, 6.7 and 11.8 to 1); right-hand control. Suspension, independent front, coil springs; de Dion rear axle. Brakes, Lockheed, hydraulic front and rear; two-leading shoe front.

Wheelbase: 9ft 4in (284.4 cm); widest track, rear, 4ft 10in (147.32 cm). Overall length, Monte Carlo, 16ft (488 cm); Safari, 16ft 6in (502.94 cm); width, 6ft (182.9 cm); height, Monte Carlo, 5ft (152.4 cm); Safari, 4ft 10in (147.3 cm); ground clearance 8in (20.32 cm). Turning circle, 40ft (1,219 cm). Weight (approx.), Monte Carlo, 3,248 lb (1,476 kg); Safari, 3,220 lb (1,464 kg).

Tank capacity, 18 Imperial gallons (81.8 litres). Tyre size, 6.25—16in. Battery, 12-volt, 60 a.h.

List price: Monte Carlo saloon £1,375; Safari estate car £1,250.

**K.3:** 8-cyl, 77.79 x 95.25 mm (3.06 x 3.875 in), 3,622 c.c. (221 cu. in); side valves; compression ratio, 7 to 1; 95 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.78, 6.7 and 11.8 to 1); right-hand control. Suspension, independent front, coil springs; de Dion rear axle. Brakes, Lockheed, hydraulic front and rear; two-leading shoe front.

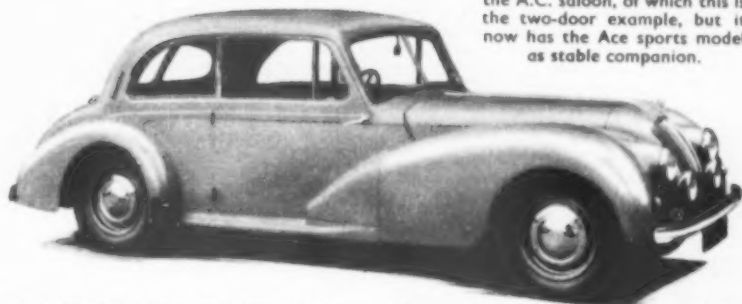
Wheelbase: 8ft 4in (254 cm); widest track, rear, 4ft 10in (147.32 cm). Overall length, 14ft 9in (449.56 cm); width, 5ft 6in (168 cm); height, 4ft 6in (137.2 cm); ground clearance, 8in (20.32 cm). Turning circle, 38ft (1,158 cm). Weight (approx.), 2,576 lb (1,171 kg).

Tank capacity, 13 Imperial gallons (59 litres). Tyre size, 6.25—16in. Battery, 12-volt, 60 a.h.

List price: 3-seater tourer £1,100.



The Alfa Romeo 1900 saloon, a neat, stylish, high-speed car from Italy.



Below: Continued unchanged is the A.C. saloon, of which this is the two-door example, but it now has the Ace sports model as stable companion.

## ALVIS

Alvis, Ltd., Helyhead Road, Coventry

## 131

**C**ENTRE of attraction on the Alvis stand is the "Grey Lady," the name given to the TC21-100, a high-speed version of the well-known 3-litre model. Apart from having a tuned engine running on a higher compression ratio, a modified axle ratio, and centre lock wire wheels, the body style has received modifications. The car now has concealed hinges for all doors and there are opening quarter lights in both the front and the rear side windows.

Also on show is the standard 3-litre saloon, finished in black with blue upholstery, together with a Tickford drop-head coupé, finished in brown and fawn with a fawn Melloroid hood. Apart from minor modifications, these two models are virtually unchanged from last year.

The Alvis company has a reputation for sound engineering, and has many times been a pioneer in development. Independent front suspension was used on the Speed Twenty model back in 1934, and front-wheel-drive cars were made by the firm during the years 1928-30. These, too, were independently sprung, on all four wheels, and, moreover, had two-leading shoe front brakes.



The two-door version of the Austin A.30 Seven, introduced just before the Show. The front seat folds in no uncertain manner to provide access to the rear.





# Cars - Stand to Stand

## Specification

**3-litre:** 6-cyl. 84 x 90 mm (3.3 x 3.54 in), 2,993 c.c. (182.6 cu. in); o.h.v.; compression ratio, 7.1 to 1 (optional 8 to 1); 93 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.09, 5.44, 7.89 and 12.15 to 1); central control. Suspension, independent front, coil springs; i-elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front and rear.

Wheelbase, 9ft 3 1/2 in (283 cm); widest track, front, 4ft 6 1/2 in (138.75 cm). Overall length, 15ft 2 1/2 in (462.6 cm); width, 5ft 6 in (167.64 cm); height, Saloon, 5ft 2 1/2 in (157.3 cm); Coupe, 5ft 1 1/2 in (157 cm); ground clearance, 7 1/2 in (19 cm). Turning circle, 39ft (11.89 m). Weight (approx.), Saloon 3,192 lb (1,451 kg); Coupe, 3,161 lb (1,437 kg).

Tank capacity, 14 1/2 Imperial gallons (64.77 litres). Tyre size, 6.00-15 in. Battery, 12-volt, 64 a.h. List price: saloon £1,250; drop-head coupe £1,325.

## ARMSTRONG SIDDELEY

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Armstrong Siddeley Motors, Ltd., Parkside, Coventry

**I**NTRODUCED at Earls Court a year ago, the Armstrong Siddeley Sapphire continues virtually unchanged for 1954. Two models are available, a four-light and six-light saloon, while optional extra equipment includes separate front seats in place of a bench type, and twin carburettors. There is also a choice of synchromesh or preselector gear box.

The three cars on display include a grey four-light saloon with red upholstery—this model has a synchromesh gear box. A six-light saloon, fitted with the electrically controlled preselector gear box, is finished in corinthian green with green upholstery. For transatlantic customers there is a left-hand drive car to U.S. export specification; this has the electrically controlled preselector gear box, individual front seats, flashing traffic indicators and white wall tyres. It is finished in a two-colour combination of black and fawn.

The long-established reputation for dignity allied with adequate performance has been extended by the introduction of the Sapphire, the performance of which can aptly be described as sparkling, over 90 m.p.h. having been obtained by this journal in a Road Test. The two-carburettor version of the car obtained a speed in excess of 97 m.p.h.

## Specification

**Sapphire:** 6-cyl. 90 x 90 mm (3.54 x 3.54 in), 3,435 c.c. (210.7 cu. in); o.h.v.; compression ratio, 7 to 1; 125 b.h.p. at 4,400 r.p.m. (single carburettor); 150 b.h.p. at 4,800 r.p.m. (twin carburettors); 4 speeds, synchromesh (overall ratios, 4.091, 5.81, 8.55 and 12.8 to 1); alternative, electrically operated preselector (overall ratios, 4.091, 5.564, 8.153 and 13.909 to 1); steering column control. Suspension, independent front, coil springs; i-elliptic rear. Brakes, Girling, two-leading shoe front, leading and trailing rear.

Wheelbase, 9ft 6 in (290 cm); widest track, rear, 4ft 9 1/2 in (146 cm). Overall length, 16ft 1 in (490 cm); width, 6ft (183 cm); height, 5ft 3 1/2 in (160 cm); ground clearance, 8 in (20.32 cm). Turning circle, 42 1/2 ft (12.95 m). Weight (approx.), 3,472 lb (1,578 kg). Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 6.70-16 in. Battery, 12-volt, 63 a.h. List price: with synchromesh gearbox £1,215; with electric preselector £1,245.

**2.3-litre:** 6-cyl. 70 x 100 mm (2.756 x 3.937 in), 2,309 c.c. (140.91 cu. in); o.h.v.; compression ratio, 6.5 to 1; 75 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.1, 7.24, 10.89 and 17.61 to 1); alternative preselector (overall ratios, 5.1, 7.22, 10.66 and 18.36 to 1); central or steering column control. Suspension, independent front, torsion bar; i-elliptic rear. Brakes, Girling, hydraulic front, mechanical rear.

Wheelbase, 9ft 7 in (292 cm); widest track, rear, 4ft 6 1/2 in (138.4 cm). Overall length, Whitley, 15ft 5 in (470 cm); Hurricane, 15ft 6 in (472.4 cm); width, 5ft 8 in (173 cm); height, Whitley, 5ft 3 in (160 cm); Hurricane, 5ft 1 in (155 cm); ground clearance, 7 1/2 in (19 cm). Turning circle, 37ft (11.28 m). Weight (approx.), Whitley, 3,280 lb (1,491 kg); Hurricane, 3,245 lb (1,475 kg). Tank capacity, 12 Imperial gallons (54.5 litres). Tyre size, 5.50-17 in. Battery, 12-volt, 51 a.h. List price: Whitley 4-light saloon £1,000; 6-light saloon £1,000; Hurricane drop-head coupe £1,000.

## ASTON MARTIN

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Aston Martin, Ltd.,  
Hanworth Park Works, Feltham, Middlesex

**T**HE Aston Martin enthusiast at Earls Court this year is able to examine the latest competition model, the DB3S which has superseded the DB3—both open two-seater cars built for competition purposes.

The car on show is not any particular team member's machine.

Two examples of the latest Aston Martin DB2-4—a two-door sports saloon with occasional rear seats—are also on view together with a completely new car, making its debut at Earls Court, the DB2-4 convertible coupé. Unlike the DB2-4 saloon, which has an opening main rear panel, the coupé has a conventional type of luggage locker. The two closed cars are finished in imperial crimson with beige leather for the left-hand drive model, while the right-hand drive car is finished in blue haze with blue leather upholstery. An ivory body with red leather upholstery and red hood is used for the DB2-4 convertible coupé.

The DB3S is finished in almond green, the 1953 racing colours for the Aston Martin works team. A splash of colour is provided by the silver grille and tartan upholstery. It will be remembered by race-going enthusiasts that for racing purposes the radiator grilles are painted in various colours to distinguish the cars. These cars are high-performance sports models, and the *marque* is amongst the leaders in sports car racing. The firm is part of the David Brown organization.

## Specification

**DB2-4:** 6-cyl. 78 x 90 mm (3.07 x 3.54 in), 2,580 c.c. (157.5 cu. in); twin overhead camshafts; compression ratio, 8.16 to 1; 125 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.73, 4.96, 7.38 and 10.9 to 1); two alternative sets available as optional extra; central control. Suspension, independent front; coil springs, front and rear. Brakes, Girling, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase, 8ft 3 in (251.46 cm); widest track, 4ft 6 in (137.16 cm). Overall length, 14ft 1 1/2 in (430.51 cm); width, 5ft 5 in (165 cm); height, 4ft 5 1/2 in (136 cm); ground clearance, 7 in (18 cm). Turning circle, 35ft (10.67 m). Weight (approx.), 2,635 lb (1,198 kg). Tank capacity, 17 Imperial gallons (77.28 litres). Tyre size, 6.00-16 in. Battery, 12-volt, 51 a.h. List price: saloon £1,850.

## AUSTIN

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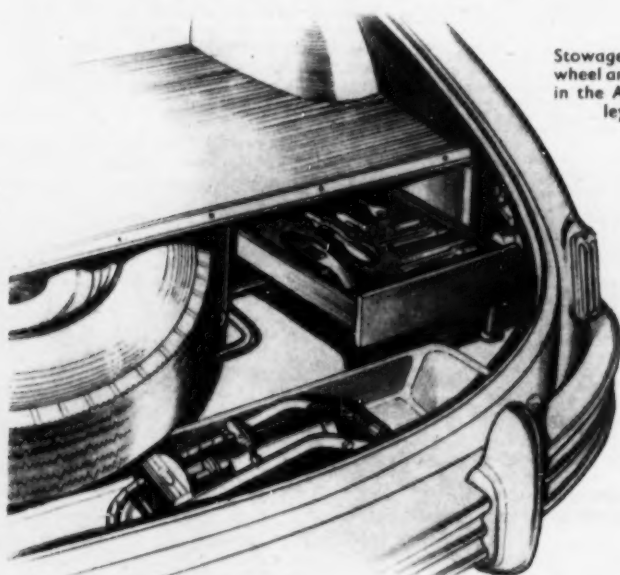
Austin Motor Co., Ltd.,  
Longbridge Works, Northfield, Birmingham

**A**S well as exhibiting a complete range of cars, the Austin company display a new model, a two-door version of the Seven, which costs some £30 less than the four-door A.30. The use of two doors has enabled larger opening windows to be fitted, and other modifications include a redesigned fascia which now has a deep parcel shelf running the whole width of the car—a very useful feature.

Driver and passenger comfort has been improved by increasing the width of the front seats by 2 in, and increasing the rear seat knee-room by 3 in. Extra head-room and a larger luggage locker are other points of the latest version. The four-door Seven also has a redesigned interior and a larger luggage locker.

Two versions of the exceedingly popular A.40—the Somerset saloon and convertible coupé—together with the A.70 Hereford saloon, and the Sheerline and Princess saloons are also shown.

Austins are pre-eminently the car for a very wide variety of motoring requirements, for the catalogue of models from the Longbridge company is complete. The firm's products are backed by excellent service facilities, Austin being one of the giants of the British industry. In its turn, it is part of the massive British Motor Corporation, the other half of that organization being formed by the Nuffield companies.



Stowage of tools, spare wheel and foot tyre pump in the Armstrong Siddeley Sapphire.

## Specification

**A.30 Seven:** 4-cyl, 58 x 76 mm (2.28 x 3 in), 800 c.c. (48.8 cu. in); o.h.v.; compression ratio, 7.2 to 1; 28 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.14, 8.64, 13.32 and 21.03 to 1); central control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front.

Wheelbase: 6ft 7 in (201.95 cm); widest track, front, 3ft 9 in (114.94 cm). Overall length, 11ft 4 in (346 cm); width, 4ft 7 in (140 cm); height, 4ft 10 in (147.95 cm); ground clearance, 6 in (16.19 cm). Turning circle, 35ft (1,067 cm). Weight (approx.), 1,344 lb (610.9 kg).

Tank capacity, 5½ Imperial gallons (26 litres). Tyre size, 5.20—13 in. Battery, 12-volt, 32 a/h. List price: 2-door saloon £335; 4-door £355.

**A.40 Somerset:** 4-cyl, 65.48 x 89 mm (2.578 x 3.5 in), 1,200 c.c. (73.2 cu. in); o.h.v.; compression ratio, 7.2 to 1; 42 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.14, 7.89, 12.52 and 20 to 1); steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Girling, hydraulic; two-leading shoe front.

Wheelbase: 7ft 8 in (235 cm); widest track, rear, 4ft 2 in (127.27 cm). Overall length, 13ft 3 in (405 cm); width, 5ft 3 in (160 cm); height, saloon, 5ft 4 in (162.5 cm), coupé, 5ft 2 in (158.75 cm); ground clearance, 7 in (19 cm). Turning circle, 37ft (1,128 cm). Weight (approx.), saloon, 2,010 lb (914 kg); coupé, 2,024 lb (920 kg).

Tank capacity, 8½ Imperial gallons (39 litres). Tyre size, 5.25—16 in. Battery, 12-volt, 38 a/h.

List price: fixed-head saloon £449; sliding head £454; coupé £479; Countryman £516.

**A.70 Hereford:** 4-cyl, 79.4 x 111.1 mm (3.125 x 4.375 in), 2,100 c.c. (128.1 cu. in); o.h.v.; compression ratio, 6.8 to 1; 68 b.h.p. at 3,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.125, 5.85, 9.28 and 14.83 to 1); steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Girling, hydraulic; two-leading shoe front.

Wheelbase: 8ft 3 in (251 cm); widest track, rear, 4ft 8 in (142 cm). Overall length, 13ft 11 in (425 cm); width, 5ft 9 in (177 cm); height, 5ft 3 in (167 cm); ground clearance, 7 in (19 cm). Turning circle, 39ft (1,189 cm). Weight (approx.), 2,690 lb (1,222.7 kg).

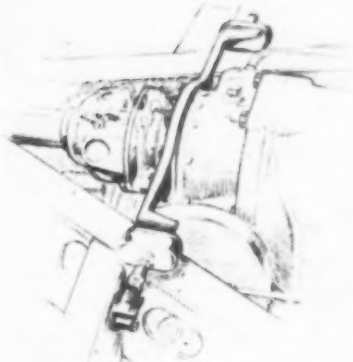
Tank capacity, 12½ Imperial gallons (56 litres). Tyre size, 5.50—16 in. Battery, 12-volt, 63 a/h. List price: fixed-head saloon £596; sliding head £604; Countryman £747.

**A.125 Sheerline:** 6-cyl, 87 x 111 mm (3.427 x 4.38 in), 3,995 c.c. (244 cu. in); o.h.v.; compression ratio, 6.8 to 1; 4 speeds, synchromesh (overall ratios, 4.09, 5.84, 9.43 and 13.83 to 1); steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front.

Wheelbase: 9ft 11 in (303.83 cm); widest track, rear, 5ft (152 cm). Overall length, 15ft 11 in (486.41 cm); width, 6ft 1 in (185 cm); height, 5ft 7 in (170 cm); ground clearance, 6 in (16.5 cm). Turning circle, 43ft (1,310 cm). Weight (approx.), 4,100 lb (1,863.6 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 6.50—16 in. Battery, 12 volt, 70 a/h. List price: saloon £1,307.

**A.135 Princess III:** Specification as for A.125, except for: Wheelbase, 9ft 11 in (302.88 cm).



The Bentley engine and gear box are mounted at the after end by a transverse member attached to the frame cruciform. Rubber in torsion provides flexibility.

Overall length, 16ft 0 in (488.27 cm); width, 6ft 0 in (184 cm); height, 5ft 6 in (167.64 cm). Weight (approx.), 4,200 lb (1,909 kg).

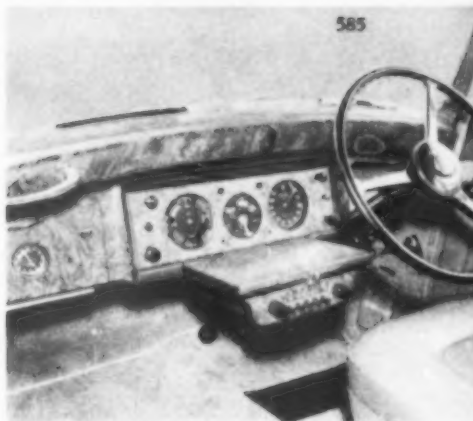
List price: saloon £1,540; limousine £1,590; long-wheelbase saloon £1,750; long-wheelbase limousine £1,750.

## BENTLEY

Bentley Motors (1931), Ltd.,  
14-15, Conduit Street, London W.1.

ONE of the stands to which connoisseurs as well as the idly interested inevitably gravitate is the Bentley. Four examples of these cars are, seen on the makers' stand. There is the standard steel-bodied saloon, finished in maroon with beige leather upholstery, together with the Bentley Continental, the very fast streamlined saloon with coachwork by H. J. Mulliner, finished in grey-blue with pale blue leather upholstery. The Continental has a normal clutch and right-hand gear lever for the four-speed gear box, while the standard steel-bodied car has automatic transmission which is now optionally available for the standard Bentley chassis.

Also fitted with automatic transmission, and in fact on a chassis similar to that of the standard saloon, is a two-light drop-head coupé body by Park Ward, attractively finished in a pale blue-grey with blue



Radio in the Bentley is housed under a tray which slides out from the fascia. Figured woodwork is widely used. There is passenger grab handle.

leather upholstery and blue hood. There is also a front-door sports saloon with coachwork by James Young; this car is finished in two-tone metallic green, and has green leather upholstery.

## Specification

**Sports Saloon:** 6-cyl, 92 x 114 mm (3.622 x 4.37 in), 4,566 c.c. (244 cu. in); overhead inlet, side exhaust valves; compression ratio, 6.4 or 6.75 to 1; 4 speeds, synchromesh (overall ratios, 3.73, 5.0, 7.52 and 11.11 to 1); right-hand or steering column control. Hydraulic transmission alternatively (overall ratios, 3.73, 5.4, 9.82 and 14.23 to 1). Suspension, independent front, coil springs; j-elliptic rear. Brakes, hydraulic front, mechanical rear; servo-assisted, leading and trailing.

Wheelbase: 10ft (304.8 cm); widest track, rear, 4ft 10 in (148.59 cm). Overall length, 16ft 8 in (508 cm); width, 5ft 9 in (175.26 cm). Turning circle, 41 ft (1,255 cm).

Tank capacity, 18 Imperial gallons (81.83 litres). Tyre size, 6.50—16 in. Battery, 12-volt, 55 a/h.

List price: chassis £2,270; standard saloon £3,100; Park Ward saloon £4,185; H. J. Mulliner saloon £4,190; Park Ward drop-head coupé £4,280; Hooper saloon £4,305; Jas. Young saloon £4,435.

**Continental Saloon:** Specification as for Sports Saloon, except for: compression ratio, 7.20 to 1; synchromesh box only (overall ratios, 3.077, 3.741, 4.75 and 8.222 to 1). Overall length, 17ft 3 in (525.82 cm); width, 5ft 11 in (180 cm); height, 5ft 3 in (160 cm). Weight (approx.), 3,752 lb (1,705 kg).

List price: chassis £2,440; H. J. Mulliner sports saloon £4,890.

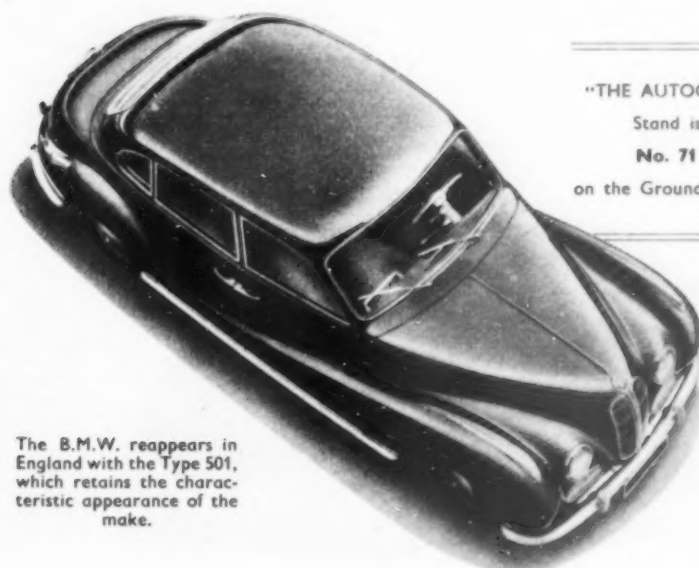
## B.M.W.

A.F.N., Ltd.,  
Falcon Works, London Road, Isleworth, Middlesex.

THE Type 501 B.M.W. saloon seen on the stand of A.F.N., Ltd. is an entirely new conception. Designed as a full six-seater it is powered by a 2-litre six-cylinder overhead valve engine, which is connected to a separate four-speed all-synchromesh gear box by a short shaft. Front and rear suspension are by long torsion bars, all radius arms and wishbones being supported by sealed needle roller bearings.

Extensive use of light alloys has been made in the construction of both chassis and body; brake, clutch, throttle pedals and the shrouding around the top of the steering column are examples, while lightweight non-corrosive alloy is used for all exterior fittings such as bumpers, window frames, door handles and so forth.

These alloys, used in conjunction with the black finish of the body, result in a very elegant car. The finish of the interior equipment and the blue cloth upholstery is excellent. A heating and de-misting system is standard equipment and a built-in push-button radio set is incorporated. The spare wheel is housed vertically in the large fabric-lined luggage locker.



The B.M.W. reappears in England with the Type 501, which retains the characteristic appearance of the make.

"THE AUTOCAR"

Stand is

No. 71

on the Ground Floor





# Cars - Stand to Stand

## Specification

6-cyl, 66 x 96 mm (2.598 x 3.779in), 1,971 c.c. (120.28 cu. in.); o.h.v.; compression ratio, 6.8 to 1; 65 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.2, 6.3, 10 and 17.9 to 1); steering column control. Suspension, independent front; torsion bars front and rear. Brakes, hydraulic two-leading shoe front, leading and trailing rear.

Wheelbase: 9ft 5in (288.27 cm); widest track, rear, 4ft 9in (144.78 cm). Overall length, 15ft 9in (480 cm); width, 5ft 11in (180.34 cm); height, 5ft 11in (154.94 cm); ground clearance, 6in (20.32 cm). Weight (approx.), 2,800 lb (1,272 kg).

Tank capacity, 12½ Imperial gallons (56.82 litres). Tyre size, 6.00—16in; or 6.25—16in. Battery, 12-volt.

List price: saloon £1,750.

## BORGWARD

128

Metcalfe and Munday, Ltd.,  
280, Old Brompton Road, London, S.W.5.

ONE of the German makes that has not previously been seen in this country since the war is the Borgward; three interesting models are displayed. The high price of petrol has no doubt increased the attention that has been paid on the Continent to diesel-engine cars. The Type 1800D is powered by a diesel engine of just over 1½-litre capacity.

Of the two other models displayed, one is the Type 2400, powered by a petrol engine, but unusual in that it is fitted as standard with an hydraulic transmission of Continental manufacture.

The smallest model of the range is the 1500, which has a petrol engine and conventional transmission.

## Specification

1800 Diesel: 4-cyl, 78 x 92 mm (3.07 x 3.622in), 1,758 c.c. (107 cu. in.); o.h.v.; compression ratio, 19.8 to 1; 42 b.h.p. at 3,400 r.p.m.; alternative petrol engine, 4-cyl, 72 x 92 mm (2.83 x 3.622in), 1,498 c.c. (95 cu. in.); o.h.v.; compression ratio, 6.35 to 1; 60 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.28, 6.46, 9.84 and 15.66 to 1); steering column control. Suspension, independent front and rear, transverse springs. Brakes, hydraulic front, mechanical rear.

Wheelbase: 8ft 6in (259.68 cm); widest track, rear, 4ft 3in (130.18 cm). Overall length, 14ft 7in (445.12 cm); width, 5ft 3in (161.93 cm); height, 5ft 1in (153.67 cm); ground clearance, 6in (15.88 cm). Turning circle, 36ft (1,097 cm). Weight (approx.), 2,745 lb (1,248 kg).

Tank capacity, 8½ Imperial gallons (40 litres). Tyre size, 6.40—15in. Battery, 12-volt, 84 a/h.

List price: diesel 2-door saloon £1,050; 4-door £1,112; 2-door saloon £970; 4-door £1,015; sports cabriolet £1,568.

Bristol's latest product, the Type 404 coupé, is attracting much attention. This is a high-speed two-seater of good streamlined shape.

2400: 6-cyl, 78 x 81.5 mm (3.07 x 3.2in), 2,337 c.c. (142.5 cu. in.); o.h.v.; compression ratio, 6.9 to 1; 80 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 6.47 and 11.46 to 1); optional, hydraulic torque converter; steering column control. Suspension, independent, coil springs front and rear. Brakes, hydraulic front, mechanical rear.

Wheelbase: 8ft 6in (260 cm); widest track, rear, 4ft 7in (142.12 cm). Overall length, 14ft 6in (442.58 cm); width, 5ft 10in (178.44 cm); height, 5ft 10in (179 cm); ground clearance, 7in (18.1 cm). Turning circle, 36ft (1,205 cm). Weight (approx.), 3,960 lb (1,800 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 6.40—15in. Battery, 12-volt, 75 a/h.

List price: saloon £1,395; Pullman saloon £1,695.

1500: 4-cyl, 72 x 92 mm (2.83 x 3.622in), 1,498 c.c. (95 cu. in.); o.h.v.; compression ratio, 7.2 to 1; 66 b.h.p. at 4,500 r.p.m.; 4 speeds; steering column control.

Wheelbase: 8ft (244 cm). Overall length, 13ft 9in (419 cm). Tank capacity, 8½ Imperial gallons (40 litres).

List price: sports cabriolet £1,704.

## BRISTOL

160

Bristol Aeroplane Co., Ltd.,  
Car Division, Filton, Bristol

AN exciting range of streamlined cars is to be found on this stand, for, besides two examples of the 403—a saloon model very similar in appearance to the 401—the new Bristol 404 fixed-head coupé is displayed.

The mechanical components of the 404 are similar to those of the 403, although the power output is higher—the engine develops 105 b.h.p. at 5,000 r.p.m. A shorter wheelbase is used than for the saloon. For competition purposes an alternative engine, the Type 100C, is available, which develops 125 b.h.p. at 4,500 r.p.m.; other features include an hydraulic brake system with dual master cylinders, so that there is in fact a separate fluid system for each pair of wheels.

A Bristol Type 404 drop-head sports coupé with a body by Abbott, of Farnham, is seen on Stand 108.

As might be expected, the Car Division of this aircraft company was amongst the first British manufacturers to pay serious heed to aerodynamic problems involved in the passage of a car through the atmosphere, and wind tunnel tests were used to derive the body shape. The correctness of the approach may be judged from the consistency of the body shape through the year and by the performance which can be obtained with these cars. It is easy to overlook the fact that the power unit is only 2 litres in size.

## Specification

Type 403: 6-cyl, 66 x 96 mm (2.598 x 3.779in), 1,971 c.c. (120.3 cu. in.); o.h.v.; compression ratio,

7.5 to 1; 100 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9, 5.04, 7.12 and 14.08 to 1); central control. Suspension, independent front, transverse springs; torsion bar rear. Brakes, Lockheed, hydraulic; two-leading shoe front.

Wheelbase: 9ft 6in (289.56 cm); widest track, rear, 4ft 6in (137 cm). Overall length, 15ft 11in (482.4 cm); width, 5ft 7in (170 cm); height, 5ft (152.4 cm); ground clearance, 6in (16.5 cm). Turning circle, 37ft (1,143 cm). Weight (approx.), 2,700 lb (1,225 kg).

Tank capacity, 17 Imperial gallons (77.24 litres). Tyre size, 5.75—16in. Battery, 12-volt, 51 a/h.

List price: saloon £2,100.

Type 404: 6-cyl, 66 x 96 mm (2.598 x 3.779in), 1,971 c.c. (120.3 cu. in.); o.h.v.; compression ratio, 8.5 to 1; 105 b.h.p. at 5,000 r.p.m.; sports engine, 125 b.h.p. at 5,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9, 5.04, 7.12 and 14.08 to 1); central control. Suspension, independent front, transverse springs; torsion bar rear. Brakes, Lockheed, hydraulic; two-leading shoe front.

Wheelbase: 8ft 0in (244.44 cm); widest track, rear, 4ft 6in (137 cm). Overall length, 14ft 3in (434.96 cm); width, 5ft 8in (172.72 cm); height, 4ft 7in (141.6 cm); ground clearance, 6in (16.5 cm). Turning circle, 32ft (1,001 cm). Weight (approx.), 2,290 lb (1,041 kg).

Tank capacity, 16 Imperial gallons (72.74 litres). Tyre size, 5.50—16in. Battery, 12-volt, 51 a/h.

List price: fixed-head coupé £2,500; drop-head coupé £2,500.

## BUICK

130

Lendrum and Hartman, Ltd.,  
Buick Works, Old Oak Lane, Willesden Junction, London, N.W.10

FOLLOWING the current American fashion, both the Buick Super four-door saloon and the Roadmaster convertible coupé are powered with V-eight overhead-valve engines of just under 5½-litre capacity. With a compression ratio of 8 to 1, the engine used for the Super model develops 164 b.h.p. at 4,000 r.p.m., while for the coupé no less than 180 b.h.p. at 4,000 r.p.m. is claimed with the aid of a four-choke carburettor.

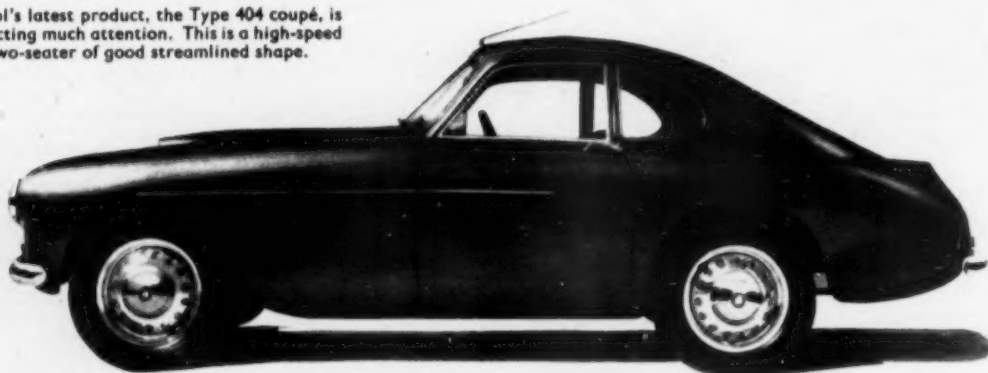
Both models have Dynaflo transmission, and power steering is used on the coupé. A new feature for Buick is the use of a 12-volt electrical system.

The four-door saloon is finished in grey, while the coupé body is in cream.

## Specification

Special: 8-cyl, 80.96 x 104.77 mm (3.187 x 4.125in), 4,316 c.c. (263.3 cu. in.); o.h.v.; compression ratio, 6.8 or 7.3 to 1; 125 b.h.p. at 3,800 r.p.m., or 130 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (4.1, 6.81 and 10.95 to 1); hydraulic torque converter optional; steering column control. Suspension, independent front, coil springs front and rear. Brakes, hydraulic, front and rear.

Wheelbase: 10ft 1in (308.6 cm); widest track, 4ft 11in (149.86 cm). Overall length, 17ft 1in (523.25 cm); width, 6ft 4in (193 cm); height, 5ft 5in (166 cm); ground clearance, 6in (17 cm). Turning circle, 39ft (1,204 cm). Weight (approx.), 3,672 lb (1,669 kg).





Tank capacity, 16½ Imperial gallons (75 litres). Tyre size, 7.60—15in. Battery, 6-volt, 120 a.h.

**Super:** 8-cyl, 101.6 × 81.3 mm (4 × 3.20in). 5,230 c.c. (322 cu. in.); o.h.v.; compression ratio, 7.5 to 1; 158 b.h.p. at 4,000 r.p.m. or 164 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 5.97 and 9.27 to 1); hydraulic torque converter optional; steering column control. Suspension, independent front, coil springs front and rear. Brakes, hydraulic, front and rear.

Wheelbase: 10ft 1¼in (308.6 cm), or 10ft 5½in (318.7 cm); widest track, 5ft (152.4 cm). Overall length, 17ft 3¼in (527 cm), or 17ft 7¼in (537 cm); width, 6ft 8in (203.2 cm); height, 5ft 4¼in (167 cm); ground clearance, 6¼in (17 cm). Turning circle 39½ft (1,204 cm), or 41½ft (1,265 cm). Weight (approx.), 3,866 lb (1,757 kg).

Tank capacity, 16½ Imperial gallons (75 litres). Tyre size, 7.60—15in. Battery, 12-volt, 120 a.h.

**Roadmaster:** Specification as for Super, except for: compression ratio, 8 to 1; 180 b.h.p. at 4,000 r.p.m.; Dynaflo torque converter only. Weight (approx.), 4,044 lb (1,838 kg). Tyre size, 8.00—15in.

No prices quoted.

## CADILLAC

130

Lendrum and Hartman, Ltd.,  
Buick Works, Old Oak Lane, Willesden Junction,  
London, N.W.10

BESIDES being one of the largest, the Cadillac is one of the most completely equipped American cars. Two examples are displayed this year, the Fleetwood 60 Special and the Series 6219, both four-door saloons, and powered by one of the largest American V-eights, with a capacity of just under 5½ litres and developing almost 200 b.h.p.

Hydra-Matic transmission is fitted as standard, and the luxury features include power steering, signal-seeking radio, and a heater unit with defroster equipment for both front and rear windows. Hydraulic operation is used for adjustment of the front bench seat and also of the side windows.

In contrast with the bright and dual-tone colours which are now popular the Fleetwood is finished in black.

### Specification

**Series 62 and 60-S:** 8-cyl, 96.84 × 92.07 mm (3.813 × 3.625in), 5,420 c.c. (331 cu. in.); o.h.v.; compression ratio, 7.1 to 1; 198 b.h.p. at 4,000 r.p.m.; 4 speeds, Hydra-Matic fluid coupling (overall ratios, 3.07, 4.45, 8.09 and 11.72 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, hydraulic front and rear.

Wheelbase: Series 62, 10ft 6in (320 cm); Series 60-S, 10ft 10in (330 cm); widest track, rear, 5ft 3in (160 cm). Overall length, Series 62, 18ft (548.6 cm); Series 60-S, 18ft 8¼in (571.27 cm); width, Series 62, 6ft 8in (203.2 cm); Series 60-S, 6ft 8¼in (204.49 cm); height, 5ft 2¼in (158.75 cm); ground clearance, 7¼in (18.41 cm). Turning circle, Series 62, 43½ft (1,310.5 cm); Series 60-S, 44½ft (1,341.5 cm). Weight (approx.), Series 62, 4,225 lb (1,920 kg); Series 60-S, 4,415 lb (2,006 kg).

Tank capacity, 16½ Imperial gallons (75 litres). Tyre size, 8.00—15in. Battery, 12-volt, 115 a.h.

**Series 75:** Specification as for Series 62, except for: overall ratios, 3.77, 5.47, 9.93 and 14.4 to 1.

Wheelbase: 12ft 2¼in (372.7 cm). Overall length, 19ft 8¼in (601 cm); height, 5ft 4in (162.56 cm); ground clearance, 8in (20.32 cm). Turning circle, 48½ft (1,464 cm). Weight (approx.), 4,830 lb (2,195 kg). Tyre size, 8.20—15in.

No prices quoted.

## CHEVROLET

147

General Motors of Canada, Ltd.,  
c/o General Motors, Ltd., 23, Buckingham Gate,  
London, S.W.1

TWO Canadian-built right-hand drive models are exhibited by Chevrolet, the standard four-door saloon, and the Bel Air four-door saloon. As one of the world's biggest-selling cars this is a name to command respect. Chassis details and overall dimensions of both cars are similar. They are powered by a 3,860 c.c. six-cylinder overhead valve engine which develops 108 b.h.p. at the modest crankshaft speed of 3,600 r.p.m. Both examples are of the four-door four-light type and



A redesigned exhaust manifold helps to extract more power from the 2-litre engine. It is a full six-branch example. There are three carburetors, as used in the Bristol Type 404.

have very large wrap-round rear windows which produce a very light and bright interior. Extra decorative fittings are used to ornament the Bel Air model.

### Specification

**Bel Air:** 6-cyl, 90.49 × 100.01 mm (3.558 × 3.93in), 3,860 c.c. (236 cu. in.); o.h.v.; compression ratio, 7.1 to 1; 108 b.h.p. at 3,600 r.p.m.; hydraulic torque converter. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, hydraulic, duo-servo front and rear.

Wheelbase: 9ft 7in (292 cm); widest track, rear, 4ft 10¼in (149.23 cm). Overall length, 16ft 3¼in (496.59 cm); width, 6ft 3in (211.54 cm); height, 5ft 4¼in (164.8 cm); ground clearance, 8in (20.32 cm). Turning circle, 37ft (1,128 cm). Weight (approx.), 3,345 lb (1,520 kg).

Tank capacity, 13½ Imperial gallons (61 litres). Tyre size, 6.70—15in. Battery, 6-volt, 100 a.h.

No price quoted.

## CHRYSLER

163

Chrysler Motors, Ltd.,  
Mortlake Road, Kew Gardens, Surrey

RIGHT-HAND drive versions of the 1954 Chrysler models include the New Yorker and the Windsor, both four-door saloons. The New Yorker is fitted with a 235 b.h.p. V-eight engine, while the Windsor is powered by an in-line six-cylinder unit.

The new Chrysler transmission known as the Powerflite is fitted to these cars; it embodies a torque converter and two planetary gear trains. The ratio at stalling point of this new torque converter is 2.6 to 1, a figure which is claimed to be the highest yet used in the industry. The transmission is one of the simplest yet produced, having a fairly small number of moving parts. A special system of oil cooling is used with the heat exchanger at the front of the car, the converter oil thus being cooled by the engine cooling circuit.

Power steering is not fitted to the cars on show, but is available for both models.

### Specification

**Windsor C60-1 and C60-2 de Luxe:** 6-cyl, 87.3 × 120.6 mm (3.438 × 4.739in), 4,351 c.c. (266.9 cu. in.); six valves; compression ratio, 7 to 1; 119 b.h.p. at 3,600 r.p.m.; C60-1, 3 speeds, synchromesh (overall ratios, 3.9, 7.127 and 10.623 to 1); C60-2, 4 speeds, hydraulic fluid coupling; steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 10ft 5¼in (319 cm); widest track, 4ft 11¼in (151.2 cm). Overall length, 17ft 7in (536 cm); width, 6ft 4¼in (195 cm); height, 5ft 4¼in (163.2 cm); ground clearance, 7¼in (19.37 cm). Turning circle, 41½ft (1,273 cm). Weight (approx.), C60-1, 3,655 lb (1,661 kg); C60-2, 3,770 lb (1,713 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 6.70—15in. Battery, 6-volt, 120 a.h.

**New Yorker C56-1 and C56-2 de Luxe:** 8-cyl, 96.8 × 92.1 mm (3.81 × 3.625in), 5,426 c.c. (331 cu. in.); o.h.v.; compression ratio, 7.5 to 1; 180 b.h.p. at 4,000 r.p.m.; 4 speeds, hydraulic fluid coupling (overall ratios, 3.54, 6.2, 7.22 and 12.64 to 1; optional 3.9 to 1 rear axle ratio); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 10ft 5¼in (319 cm); widest track, 4ft 11¼in (151.2 cm). Overall length, 17ft 7in (536 cm); width, 6ft 4¼in (195 cm); height, 5ft 4¼in (163.8 cm); ground clearance, 7¼in (20 cm). Turning circle, 43½ft (1,326 cm). Weight (approx.), C56-1, 4,000 lb (1,818 kg); C56-2, 4,020 lb (1,827 kg).

Tank capacity, 16½ Imperial gallons (75 litres). Tyre size, 8.00—15in. Battery, 6-volt, 135 a.h.

**Custom Imperial C58:** Specification as for New Yorker, except for: Fluid torque converter. Wheelbase: 11ft 1¼in (339 cm); widest track, 5ft 0¼in (153.3 cm). Overall length, 18ft 3in (556.22 cm); width, 6ft 4¼in (195 cm); height, 5ft 4¼in (164.2 cm); ground clearance, 7¼in (19 cm). Weight (approx.), 4,425 lb (2,011 kg). Tyre size, 8.20—15in. Battery, 12-volt, 65 a.h.

**Crown Imperial C59:** Specification as for Custom Imperial, except for: Wheelbase, 12ft 1¼in (370 cm); widest track, 5ft 6in (168 cm). Overall length, 19ft 1¼in (583 cm); width, 6ft 9¼in (204 cm); height, 5ft 10¼in (179.4 cm); ground clearance, 8¼in (21.59 cm). Weight (approx.), 4,525 lb (2,057 kg). Tyre size, 8.90—15in.

No prices quoted.

## CITROEN

145

Citroen Cars, Ltd., Trading Estate, Slough, Bucks.

VERY few makes have changed less over the years than the front wheel drive Citroens, and once again the familiar models are on view. But the most interesting car on this stand is the 2 c.v., exhibited for the first time in this country, although this model is, of course, very well known and extremely popular on the Continent. Like the larger cars, the 2 c.v. has front-wheel drive, but in place of the four- or six-cylinder water-cooled overhead valve engines found in the bigger models, a horizontally opposed air-cooled flat twin power unit is used; this has a capacity of 375 c.c. and develops 9 b.h.p. at 3,500 r.p.m. The four-seater body is of very light construction and has a fabric top.

The three larger cars on show include the Light Fifteen, the Big Fifteen and the six-cylinder.

### Specification

**2 C.V.:** 2-cyl, 62 × 62 mm (2.44 × 2.44in), 375 c.c. (22.8 cu. in.); o.h.v.; compression ratio, 6.2 to 1; 9 b.h.p. at 3,800 r.p.m.; 4 speeds, with overdrive, synchromesh (overall ratios, OD (5.75), 7.5, 12.55 and 25.9 to 1); facia board control. Suspension, independent, coil springs front and rear. Brakes, Lockheed, hydraulic; leading and trailing front and rear.

Wheelbase: 7ft 9¼in (236.9 cm); widest track, 4ft 1¼in (125 cm). Overall length, 12ft 4¼in (377.87 cm); width, 4ft 10¼in (147.96 cm); height, 5ft 3in (160 cm); ground clearance, 7¼in (19 cm).



# Cars - Stand to Stand

Turning circle, 35ft (1,075 cm). Weight (approx.), 1,120 lb (509 kg).

Tank capacity, 41 Imperial gallons (20 litres). Tyre size, 125-400 mm. Battery, 6-volt, 57 a/h. List price: saloon £398.

**Light Fifteen:** 4-cyl, 78 x 100 mm (3.07 x 3.937 in), 1,911 c.c. (115.67 cu in); o.h.v.; compression ratio, 6.5 to 1; 56 b.h.p. at 4,250 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.3, 7.3 and 13.1 to 1); fascia board control. Suspension, independent, torsion bar front and rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 9ft 6in (291 cm); widest track, 4ft 6in (135 cm). Overall length, 14ft 7in (444 cm); width, 5ft 5in (167 cm); height, 5ft (152.4 cm); ground clearance, 7in (18 cm). Turning circle, 43ft (1,310 cm). Weight (approx.), 2,464 lb (1,120 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 165-400 mm. Battery, 12-volt, 57 a/h. List price: saloon £685.

**Big Fifteen:** Specification as for Light Fifteen, except for—

Wheelbase: 10ft 1in (309 cm); widest track, 4ft 10in (149 cm). Overall length, 15ft 6in (473.71 cm); width, 5ft 10in (176 cm); height, 5ft 1in (154 cm); ground clearance, 7in (18 cm). Turning circle, 45ft (1,366 cm). Weight (approx.), 2,582 lb (1,174 kg).

List price: saloon £740.

**Six:** 6-cyl, 78 x 100 (3.07 x 3.937 in), 2,866 c.c. (174.9 cu in); o.h.v.; compression ratio, 6.5 to 1; 76 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.85, 5.62 and 13.24 to 1); fascia

board control. Suspension, independent, torsion bar front and rear. Brakes, Lockheed, hydraulic front and rear. Wheelbase: 10ft 1in (309 cm); widest track, 4ft 10in (149 cm). Overall length, 15ft 6in (473.71 cm); width, 5ft 10in (176 cm); height, 5ft 1in (154 cm); ground clearance, 7in (18 cm). Turning circle, 45ft (1,366 cm). Weight (approx.), 2,582 lb (1,174 kg).

All transmissions have the preselector epicyclic gear box in conjunction with a fluid flywheel.

## Specification

**Conquest:** 6-cyl, 76.2 x 88.9 mm (3 x 3.5 in), 2,433 c.c. (149.26 cu in); o.h.v.; compression ratio, 7 to 1; roadster, 7.75 to 1; saloon, 75 b.h.p. at 4,000 r.p.m.; roadster, 100 b.h.p. at 4,600 r.p.m.; 4 speeds, preselector (overall ratios, saloon, 4.55, 6.71, 10.05 and 17.47 to 1; roadster, 3.73, 5.48, 8.24 and 14.32 to 1); saloon, steering column control; roadster, right- or left-hand control. Suspension, independent front, torsion bar; j-elliptic rear. Brakes, hydraulic front, mechanical rear.

Wheelbase: 8ft 8in (264 cm); widest track, 4ft 4in (132 cm). Overall length, saloon, 14ft 9in (450 cm); roadster, 14ft 9in (451 cm); width, 5ft 6in (168 cm); height, saloon, 5ft 5in (165 cm); roadster, 4ft 7in (139.7 cm); ground clearance, saloon, 7in (18 cm); roadster, 6in (16.51 cm). Turning circle, saloon, 34ft (1,036 cm); roadster, 33ft (1,005 cm). Weight (approx.), saloon, 3,056 lb (1,389 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, saloon, 6.70-15in; roadster, 6.00-15in. Battery, 12-volt, 51 a/h.

List price: saloon £1,066; roadster £1,180.

**Straight Eight:** 8-cyl, 85.09 x 120.015 mm

For most cars in the group the Chrysler Airtemp, a true air-conditioning system, is available. This unit is an attempt to provide complete air conditioning and is not just a simple heating and ventilating unit.

## Specification

**Diplomat S.P.24:** 6-cyl, 82.55 x 111.1 mm (3.25 x 4.395 in), 3,569 c.c. (218 cu in); side valves; compression ratio, 7 to 1; 100 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.73, 6.714 and 9.586 to 1); steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 9ft 6in (289.54 cm); widest track, rear, 4ft 10in (149 cm). Overall length, 15ft 9in (480.38 cm); width, 6ft 1in (186.96 cm); height, 5ft 11in (156.85 cm); ground clearance, 7in (18 cm). Turning circle, 39ft (1,189 cm). Weight (approx.), 3,075 lb (1,398 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 6.70-15in. Battery, 6-volt, 100 a/h.

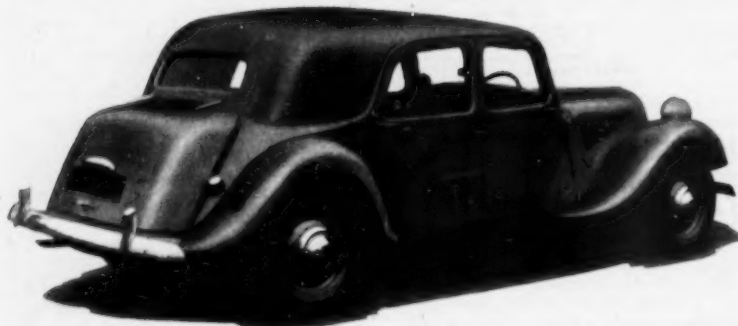
**Powermaster S.18:** 6-cyl, 87.31 x 114.3 mm (3.434 x 4.5 in), 4,107 c.c. (250.6 cu in); side valves; compression ratio, 7 to 1; 116 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 7.137 and 10.023 to 1); optional fluid coupling; steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 10ft 5in (319 cm); widest track, rear, 4ft 11in (151.59 cm). Overall length, 17ft 9in (542 cm); width, 6ft 5in (196.24 cm); height, 5ft 4in (163.2 cm); ground clearance, 7in (18 cm). Turning circle, 41ft (1,267 cm). Weight (approx.), 3,555 lb (1,616 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 7.60-15in. Battery, 6-volt, 120 a/h.

**Firedome S.16:** Specification as for S.18, except for—8-cyl, 92.1 x 84.9 mm (3.622 x 3.342 in), 4,524 c.c. (277.5 cu in); o.h.v.; compression ratio, 7.1 to 1; 160 b.h.p. at 4,400 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.73, 6.714 and 9.586 to 1); optional hydraulic torque converter; steering column control. Weight (approx.), 3,705 lb (1,684 kg).

No prices quoted.



Citroën lines remain largely unchanged, although the external luggage locker on the Big Fifteen is a recent addition which results in an altered rear appearance.

board control. Suspension, independent, torsion bar front and rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 10ft 1in (309 cm); widest track, 4ft 10in (148 cm). Overall length, 15ft 11in (485 cm); width, 5ft 10in (170 cm); height, 5ft 1in (154 cm); ground clearance, 7in (18 cm). Turning circle, 45ft (1,386 cm). Weight (approx.), 2,977 lb (1,353 kg).

Tank capacity, 15 Imperial gallons (68.18 litres). Tyre size, 185-400. Battery, 12-volt, 57 a/h.

List price: saloon £940.

## DAIMLER

164

The Daimler Co., Ltd., Radford Works, Coventry

TWO new models with this honoured name make their first appearance at Earls Court, the Daimler Conquest saloon, which was introduced in this country earlier this year, and an entirely new model announced at the London Show, the Conquest Roadster, a streamlined sports two-seater with a very pleasing line. For this car is used a special series 24-litre Conquest chassis with an engine having the output increased to 100 b.h.p. at 4,600 r.p.m.

A familiar model, the Daimler Straight

(3.35 x 4.725 in), 5,460 c.c. (333.2 cu in); o.h.v.; compression ratio, 6.3 to 1; 150 b.h.p. at 3,600 r.p.m.; 4 speeds, preselector (overall ratios, 4.09, 6.24, 9.65 and 17.05 to 1); steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Girling, hydraulic two-leading shoe front, mechanical two-leading shoe rear.

Wheelbase: 12ft 3in (373.4 cm); widest track, rear, 5ft 3in (160 cm). Overall length, 18ft 5in (563 cm); width, 6ft 1in (187 cm); height, 6ft (182.9 cm); ground clearance, 7in (18 cm). Turning circle, 50ft (1,524 cm). Weight (approx.), 5,908 lb (2,681 kg).

Tank capacity, 20 Imperial gallons (90.92 litres). Tyre size, 8.00-17in. Battery, two 6-volt, 110 a/h. List price: Hooper limousine £3,570.

## DE SOTO

165

Dodge Brothers (Britain), Ltd., Chrysler Works, Mortlake Road, New Gardens, Surrey

IN keeping with the current American trend, the De Soto four-door saloon is powered by a Firedome V-eight engine developing 170 b.h.p. As on other models produced by the same group, which include Chrysler and Dodge, the car is fitted with the new Powerflite automatic transmission.

## DODGE

165

Dodge Brothers (Britain), Ltd., Chrysler Works, Mortlake Road, New Gardens, Surrey

IN common with the Chrysler range, the Dodge Coronet 8 is fitted with the new Powerflite automatic transmission, consisting of a two-speed planetary gear box and a torque converter giving an unusually high fluid torque multiplication. A selector lever enables one of two ranges to be selected, as with most automatic transmissions. The car is powered by a 150 b.h.p. V-eight engine.

The Coronet 6 has a six-cylinder side valve engine developing 110 b.h.p. This model is also displayed with the Powerflite transmission.

A third model, the Kingsway, also a four-door saloon, has a 100 b.h.p. six-cylinder engine of slightly smaller capacity than that of the Coronet. It is fitted with a three-speed synchromesh transmission.

## Specification

**Kingsway D.43:** 6-cyl, 82.55 x 111.1 mm (3.25 x 4.395 in), 3,569 c.c. (218 cu in); side valves; compression ratio, 7 to 1; 100 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.73, 6.714 and 9.586 to 1); steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 9ft 6in (289.54 cm); widest track, rear, 4ft 10in (149 cm). Overall length, 15ft 9in (480.38 cm); width, 6ft 1in (186 cm); height, 5ft 11in (156.85 cm); ground clearance, 7in (18.1 cm). Turning circle, 39ft (1,189 cm). Weight (approx.), 3,020 lb (1,373 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 6.70-15in. Battery, 6-volt, 100 a/h.

**Coronet D.46:** 6-cyl, 82.55 x 117.5 mm (3.25 x 4.625 in), 3,772 c.c. (231.4 cu in); side valves; compression ratio, 7 to 1; 103 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 7.137 and 10.023 to 1); optional Gyromatic fluid coupling; steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 9ft 11in (302.24 cm); widest track, rear, 4ft 11in (150 cm). Overall length, 16ft 9in

(511.51 cm); width, 6ft 1½in (186 cm); height, 5ft 3½in (162.2 cm); ground clearance, 6½in (16.5 cm). Turning circle, 41½ft (1,265 cm). Weight (approx.), 3,235 lb (1,470 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 7.10-15in. Battery, 6-volt, 100 a/h. Coronet D.44: 8-cyl, 87.31 x 82.55 mm (3.434 x 3.25in), 3,956 c.c. (242.7 cu in); o.h.v.; compression ratio, 7.1 to 1; 140 b.h.p. at 4,400 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 7.137 and 10.023 to 1); optional Gyromatic torque converter; steering column control.

Specification as for D.46 except for:—Widest track, rear, 4ft 10½in (149.37 cm). Overall height, 5ft 4½in (163.52 cm); ground clearance, 6½in (17.46 cm). Turning circle, 41½ft (1,260 cm). Weight (approx.), 3,385 lb (1,539 kg). No prices quoted.

## FIAT

Fiat (England), Ltd.,  
Water Road, Wembley, Middlesex

**133**  
WHEN first exhibited on the Continent earlier this year the 1100 Fiat TV, is shown. The engine and chassis are similar to those of the 103 model except that it is a more powerful engine and extra electrical equipment is fitted. The body has de luxe equipment.

Other models include the attractive and practical Fiat 500C Belvedere station wagon with a 16.6 b.h.p. engine, two versions of the 1900 saloon, and the 1400 diesel saloon, powered by a 1,900 c.c. engine which develops 40 b.h.p. at 3,200 r.p.m. The transmission of the diesel car is conventional with a dry single-plate clutch having a flexible centre, and a four-speed synchromesh gear box. A petrol-engined version of the 1400 car is also available but this is not on display.

Two body styles of the 1900 are available, the standard four-door saloon and the Grand Vue, an attractive two-door saloon with four-light construction and a very large rear window. This, the largest model, is fitted with a five-speed gear box in which the top speed is a geared-up overdrive.

### Specification

500 C: 4-cyl, 52 x 67 mm (2.05 x 2.64in), 570 c.c. (34.77 cu in); o.h.v.; compression ratio, 6.45 to 1; 16.5 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.87, 8.6, 13.1 and 21.8 to 1); central control. Suspension, independent front, transverse springs; i-elliptic rear. Brakes, hydraulic.

Wheelbase: 6ft 6½in (200 cm) widest track, front, 3ft 8½in (111.76 cm). Overall length, 10ft 7½in (324.5 cm); width, 4ft 2½in (128.27 cm); height, 4ft 6½in (138 cm); ground clearance, 5½in (14.5 cm). Turning circle, 28½ft (870 cm). Weight (approx.), 1,344 lb (611 kg).

Tank capacity, 4½ Imperial gallons (21.59 litres). Tyre size, 4.25-15in. Battery, 12-volt, 28 a/h.

1100: 4-cyl, 68 x 75 mm (2.68 x 2.95in), 1,089 c.c. (66.4 cu in); o.h.v.; compression ratio, 6.7 to 1; 36 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.3, 6.8, 10.2 and 16.6 to 1); steering column control. Suspension, independent front, coil springs; i-elliptic rear. Brakes, Fiat-Baldwin, hydraulic; leading and trailing front and rear.

Wheelbase: 7ft 8½in (234 cm); widest track, front, 4ft 0½in (124 cm). Overall length, 12ft 4½in (377.55 cm); width, 4ft 9½in (146 cm); height, 4ft 9½in (144.78 cm); ground clearance, 6½in (15.56 cm). Turning circle, 34½ft (1,051 cm). Weight (approx.), 1,904 lb (865 kg).

Tank capacity, 7 Imperial gallons (31.82 litres). Tyre size, 5.20-14in. Battery, 12-volt, 28 a/h.

1400: 4-cyl, 82 x 66 mm (3.23 x 2.60in), 1,395 c.c. (85.5 cu in); o.h.v.; compression ratio, 6.7 to 1; 44 b.h.p. at 4,400 r.p.m.; alternative diesel engine, 82 x 90 mm (3.23 x 3.54in), 1,900 c.c. (116.5 cu in); compression ratio, 20 to 1; 40 b.h.p. at 3,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.4, 7.0, 10.6 and 17.4 to 1); steering column control. Suspension, independent front; coil springs front and rear. Brakes, Fiat-Baldwin, hydraulic; leading and trailing front and rear.

Wheelbase: 8ft 8½in (266 cm); widest track, rear, 4ft 4½in (134 cm). Overall length, 13ft 1½in (424 cm); width, 5ft 5½in (165.7 cm); height, 4ft 11½in (152 cm); ground clearance, 6½in (17 cm). Turning circle, 35½ft (1,067 cm). Weight (approx.), 2,548 lb (1,158 kg).

Tank capacity, 10½ Imperial gallons (47.73 litres). Tyre size, 5.90-14in; diesel, 6.40-14in. Battery, 12-volt, 35 a/h; diesel, 24-volt, 46 a/h.

1900: 4-cyl, 82 x 90 mm (3.23 x 3.54in), 1,900 c.c. (116.5 cu in); o.h.v.; compression ratio, 6.7 to 1; 60 b.h.p. at 3,700 r.p.m.; 5 speeds, with overdrive, synchromesh (overall ratios, OD (3.33),

4.44, 6.48, 10.05 and 14.06 to 1); steering column control. Suspension, independent front; coil springs front and rear. Brakes, hydraulic front and rear.

Wheelbase: 8ft 8½in (264.2 cm); widest track, front, 4ft 4½in (131 cm). Overall length, 14ft 1½in (430.5 cm); width, 5ft 5½in (167 cm); height, 5ft (152.4 cm); ground clearance, 7½in (18 cm). Turning circle, 35½ft (1,067 cm). Weight (approx.), 2,548 lb (1,158 kg).

Tank capacity, 10½ Imperial gallons (47.73 litres). Tyre size, 6.40-14in. Battery, 12-volt, 35 a/h. No prices quoted.



Daimler's Conquest was introduced last May. It has a 2½-litre engine and laminated torsion bar independent front suspension.



A new model from Fiat of Italy—the 1100 TV. This is a very roomy car with compact overall dimensions.

## FORD

Ford Motor Co., Ltd., Dagenham, Essex

**137**

THIS stand is almost unapproachable for crowds, containing, as it does, four new models, all of them very reasonably priced, and one of them the cheapest car offered on the British market. This is the Popular, the previous Anglia body with the 1,172 c.c. engine which used to power the Prefect. The stand example is in blue. The new Prefect and Anglia have a new engine of similar capacity, and the Anglia on the stand is also finished in blue; the two Prefects are ivory and lilac.

The fourth new model is the Zephyr Zodiac, a luxury version of the Zephyr; one of its features is two-tone finish, and the example on the stand is in grey and green. The Zodiac has all the special fittings that the fonder owner loves, only the radio being a true extra. Two interesting items are a screen washer and white wall tyres.

The stand display is completed by the normal Consul and Zephyr models—both of which are enjoying tremendous popularity on the roads of the world—and the

1953 Monte Carlo Rally winner, which was, it will be recalled, a Zephyr driven by the Netherlander, M. Gatsonides.

### Specification

Popular: 4-cyl, 63.5 x 92.5 mm (2.5 x 3.64in), 1,172 c.c. (71.55 cu in); side valves; compression ratio, 6.16 to 1; 30.1 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.5, 9.71 and 16.89 to 1); central control. Suspension, transverse springs front and rear. Brakes, mechanical.

Wheelbase: 7ft 6in (228.64 cm); widest track, 3ft 9in (114.3 cm). Overall length, 12ft 8½in (386.76 cm); width, 4ft 8½in (142.88 cm); height, 5ft 4½in (163.2 cm). Turning circle, 34½ft (1,059 cm). Weight (approx.), 1,707 lb (776 kg).

Tank capacity, 7 Imperial gallons (31.82 litres). Tyre size, 4.50-17in. Battery, 6-volt.

List price: saloon £275.

Anglia and Prefect: 4-cyl, 63.5 x 92.5 mm (2.5 x 3.64in), 1,172 c.c. (71.55 cu in); side valves; compression ratio, 7 to 1; 36 b.h.p. at 4,400 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.429, 8.252 and 15.072 to 1); central control. Suspension, independent front, coil springs; i-elliptic rear. Brakes, Girling, hydraulic front and rear.

Wheelbase: 7ft 3in (221 cm); widest track, front, 4ft (121.92 cm). Overall length, 12ft 7½in (384.22 cm); width, 5ft 0½in (153.67 cm); height, 4ft 11½in (150.5 cm); ground clearance, 7in (18 cm). Turning circle, 33½ft (1,021 cm). Weight (approx.), Anglia, 1,550 lb (705 kg); Prefect, 1,602 lb (728 kg).

Tank capacity, 7 Imperial gallons (31.82 litres). Tyre size, 5.20-13in. Battery, 12-volt, 40 a/h. List price: Anglia saloon £360; Prefect saloon £395.

Consul: 4-cyl, 79.37 x 76 mm (3.125 x 3in), 1,508 c.c. (92 cu in); o.h.v.; compression ratio, 6.8 to 1; 47 b.h.p. at 4,400 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.556, 7.48 and 12.939 to 1); steering column control. Suspension, independent front, coil springs; i-elliptic rear. Brakes, Girling, hydraulic front and rear.

Wheelbase: 8ft 4in (254 cm); widest track, front, 4ft 2in (127 cm). Overall length, 13ft 8½in





# Cars - Stand to Stand

(416.92 cm); width, 5ft 4in (162.5 cm); height, saloon, 5ft 0in (154.3 cm); convertible, 4ft 11in (151.77 cm); ground clearance, 6in (16.83 cm). Turning circle, 40ft (12.34 cm). Weight (approx.), saloon, 2,262 lb (1,028 kg); convertible, 2,296 lb (1,044 kg).

Tank capacity, 9 Imperial gallons (40.92 litres). Tyre size, 5.90-13in. Battery, 12-volt, 45 a/h. List price: saloon £470; convertible, manually operated head £570; power-operated head £615.

**Zephyr:** 6-cyl, 79.37 x 76 mm (3.125 x 3in), 2,262 c.c. (138 cu in); o.h.v.; compression ratio, 6.8 to 1; 68 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.444, 2.297 and 12.62 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling, hydraulic front and rear.

Wheelbase: 8ft 8in (264.2 cm); widest track, front, 4ft 2in (127 cm). Overall length, 14ft 4in (438.74 cm); width, 5ft 3in (161.87 cm); height, saloon, 5ft 0in (154.3 cm); convertible, 4ft 11in (151.77 cm); ground clearance, 7in (18 cm). Turning circle, 41ft (12.64 cm). Weight (approx.), saloon, 2,447 lb (1,110 kg); convertible, 2,632 lb (1,196 kg).

Tank capacity, 9 Imperial gallons (40.92 litres). Tyre size, 6.40-13in. Battery, 12-volt, 45 a/h. List price: saloon £532; convertible £677.



This is the Zephyr Zodiac to be seen on the Ford stand. It is a Zephyr with extra fittings such as wing mirrors, white wall tyres, screen washer, vanity mirror, two-tone colour scheme and so forth. The compression ratio is raised to 7.5 to 1.

## FORD (Canada) 143

Lincoln Cars, Ltd.,  
Grant West Road, Brentford, Middlesex

**TRANSATLANTIC** Ford exhibits include a 1953 Canadian-built Ford Customline—this is a four-door saloon with right-hand drive. It has a 110 b.h.p. V8 side valve engine and Ford-O-Matic hydraulic transmission.

Ford are also exhibiting an American-built experimental car known as the X-100. This machine is, in fact, a mobile test bed and has been previously exhibited in Chicago and Paris. Powered by a 300 b.h.p. twelve-cylinder engine, it has a very ingenious system of carburation which operates on either two, four or twelve venturi tubes, according to operating conditions and throttle opening. The automatic transmission has an electrically operated selector gear, and all the controls, including the hand brake, are power assisted. The front brakes are cooled by a thermostatically controlled blower, and power-operated six-way adjustment is provided for the front seat. There is a sliding transparent plastic roof over the front compartment, which is automatically closed in the event of rain. Approximately eight miles of electrical wiring have been installed.

### Specification

**V.8:** 8-cyl, 81 x 95.2 mm (3.186 x 3.75in), 3,920 c.c. (239.4 cu in); side valves; compression ratio, 7.2 to 1; 110 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 6.295 and 10.84 to 1); hydraulic torque converter (overall ratios, 3.31, 4.898 and 8.076 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Bendix, hydraulic front and rear.

Wheelbase: 9ft 7in (292 cm); widest track, 4ft 10in (147.32 cm). Overall length, 16ft 6in (503 cm); width, 6ft 2in (186.5 cm); height, 5ft 3in (160 cm); ground clearance, 7in (18 cm). Turning circle, 43ft (13.26 cm). Weight (approx.), 3,350 lb (1,523 kg).

Tank capacity, 13 Imperial gallons (59 litres). Tyre size, 6.70-15in. Battery, 6-volt, 90 a/h.

**Six:** Specification as for V.8, except for:—6-cyl, 90.4 x 91.5 mm (3.558 x 3.697 in), 3,523 c.c. (213 cu in); o.h.v.; compression ratio 7 to 1; 101 b.h.p. at 3,500 r.p.m.

No prices quoted.

## FORD (France) 115

Ford S.A.F.—Export Division,  
Poissy (Seine and Oise), France

**THE** two French-built Fords are both powered with V8 engines; the standard Vedette four-door saloon has a medium-sized engine of just over 2.1-litre capacity.

the Vendome, while retaining approximately the same chassis and body dimensions, is more luxuriously appointed and finished. In both cars great attention has been paid to soundproofing the interior.

### Specification

**Vedette:** 8-cyl, 66.04 x 78.8 mm (2.6 x 3.102in), 2,158 c.c. (132.8 cu in); side valves; compression ratio, 7 to 1; 66 b.h.p. at 4,400 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.55, 8.067 and 14.169 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 8ft 10in (269 cm); widest track, rear, 4ft 6in (138 cm). Overall length, 15ft 4in (467.36 cm); width, 5ft 8in (172.7 cm); height, 5ft (152.4 cm); ground clearance, 5in (14.61 cm). Turning circle, 39ft (11.89 cm). Weight (approx.), 2,733 lb (1,242 kg).

Tank capacity, 13½ Imperial gallons (62 litres). Tyre size, 165-400 mm. Battery, 6-volt, 105 a/h.

List price: 4-door limousine £967.

**Vendome:** 8-cyl, 80.96 x 95.25 mm (3.19 x 3.875in), 3,923 c.c. (239.2 cu in); side valves; compression ratio, 7 to 1; 100 b.h.p. at 3,700 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.454, 6.124 and 10.756 to 1); steering column control. Tyre size, 185-400 mm. Weight (approx.), 2,923 lb (1,328 kg). Specification as for Vedette.

List price: 4-door limousine £1,108.

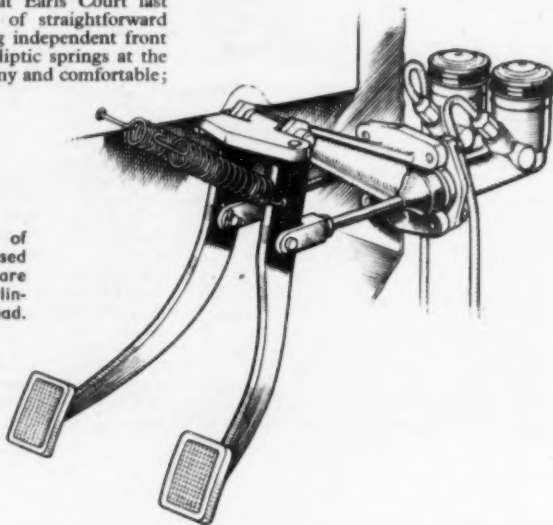
## FRAZER-NASH 119

A.F.N., Ltd., Falcon Works,  
London Road, Isleworth, Middlesex

**THREE** production model Frazer-Nash cars displayed include a 2-litre Mark II competition two-seater, a stark sporting model with slim fuselage and cycle-type wings; a 2-litre Le Mans fixed-head coupé, and the Targa Florio open two-seater. The engine and chassis specification of the fixed-head coupé is similar to that of the competition two-seater, with the exception of the rear suspension; it has a full-width two-door two-seater fixed-head body. Alternative engines with varying compression ratios are available, ranging from 100 b.h.p. at 5,000 r.p.m., with a 7.5 to 1 compression ratio, to 150 b.h.p. at 5,750 r.p.m., with a 10 to 1 compression ratio. The Targa Florio open two-seater is fitted with clean, full-width open two-seater bodywork.

A special Frazer-Nash exhibit is the fixed-head coupé which won the 2-litre class at Le Mans this year.

Frazer-Nash cars have a reputation over many years for outstanding performance, and are cars for the connoisseur of high speed and stability. They are consistent performers in sports car racing, from which their road behaviour has derived much benefit.



Hydraulic operation of clutch and brakes is used on Ford models. Pedals are pendant, and master cylinders are on the bulkhead.



## Specification

**Mark II Competition:** 6-cyl, 66 x 96 mm (2.598 x 3.779 in), 1,971 c.c. (120.28 cu in); o.h.v.; compression ratio, 8.8 or 10 to 1; 140 b.h.p. at 5,750 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.2, 4.128, 5.824 and 9.312 to 1; four alternative ratios available); central control. Suspension, independent front, transverse springs; De Dion rear axle. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 8ft (243.84 cm); widest track, rear, 4ft 6in (137.16 cm). Overall length, 11ft 9in (358 cm); width, 5ft 3in (161.29 cm); height to scuttle, 3ft 9.14 in (117.14 cm); ground clearance, 6in (15.24 cm). Turning circle, 28ft (853 cm). Weight (approx.), 1,400 lb (636 kg).

Tank capacity, 16 Imperial gallons (72.73 litres); with auxiliary tank, 23 gallons (104.56 litres). Tyre size, 5.25-16in, 5.50-16in, or 6.00-16in. Battery, 12-volt, 72 a/h.

List price: 2-seater sports £2,250.

**Targa Florio Gran Sport and Mille Miglia:** Specification as for Mark II, except for: Turismo, compression ratio, 7.5 to 1; 100 b.h.p. at 5,000 r.p.m. Torison bar rear suspension. Widest track, rear, 4ft 4in (132 cm). Overall length, 12ft 6in (381 cm); width, 5ft 1in (152.4 cm); height, to scuttle, Targa Florio, 3ft 9.14 in (117.14 cm); Mille Miglia, 2ft 11in (90.17 cm). Weight (approx.), Targa Florio, 1,680 lb (764 kg); Mille Miglia, 1,624 lb (738 kg).

List price: Gran sport £2,250; Turismo £1,950.

**Le Mans:** Specification as for Mark II, except for: Overall length, 13ft 3.96 in (402.2 cm); height, 4ft 3in (129.54 cm). Weight (approx.), 1,848 lb (840 kg).

List price: fixed-head coupé £2,250; Turismo fixed-head coupé £1,950.

## HEALEY

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Donald Healey Motor Co., Ltd., The Cape, Warwick

THREE examples of the successful Austin-Healey Hundred sports car are on view; two of these are standard production cars, which it will be remembered are powered by a 2.6-litre Austin-built engine. They have basically a three-speed synchromesh gear box, with the addition of an electrically operated Laycock-de Normanville overdrive unit, five forward speeds thus being available.

The third car is of particular interest and is in fact the actual record-breaking car used recently on the Salt Flats in Utah, U.S.A.—some of the salt seems to have survived the journey! Although basically similar in body style to the standard cars, this particular model has a metal cockpit cover. There is also a vertical shield on the right-hand side of the driver completely to insulate the cockpit.

The record-breaking car is finished in green, while the two standard models are in red and blue respectively. For the technically minded visitor, a complete chassis is on view.

## Specification

**Austin-Healey Hundred:** 4-cyl, 87.3 x 111.1 mm (3.4375 x 4.375 in), 2,660 c.c. (162.2 cu in); o.h.v.; compression ratio, 7.5 to 1; 90 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.125, 5.85 and 9.28 to 1); optional overdrive (overall ratios, OD, 3.12, 4.42 and 7.05 to 1); central control. Suspension, independent front, coil springs front with torsion bar; 1-elliptic rear. Brakes, Girling, hydraulic; two-leading shoe front.

Wheelbase: 7ft 6in (228.64 cm); widest track, 4ft 2in (128.91 cm). Overall length, 12ft 7in (384.85 cm); width, 5ft 0in (152.4 cm); height, hood raised, 4ft 1in (124.46 cm); ground clearance, 7in (18 cm). Turning circle, 30ft (914 cm). Weight (approx.), 2,156 lb (980 kg).

Tank capacity, 10 1/2 Imperial gallons (47.73 litres). Tyre size, 5.90-15in. Battery, 12-volt, 63 a/h.

List price: sports 2-seater £750.

**2.4-litre:** 4-cyl, 80.5 x 120 mm (3.19 x 4.725 in), 2,443 c.c. (149 cu in); o.h.v.; compression ratio, 6.85 to 1; 106 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.8, 6.4, 8.1 and 14.6 to 1); central control. Suspension, independent front, coil springs front and rear. Brakes, Girling, hydraulic; two-leading shoe front.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 7in (139.7 cm). Overall length, 14ft 6in (441.94 cm); width, 5ft 5in (167.6 cm); height, 4ft 6in (139.7 cm); ground clearance, 7in (18 cm). Turning circle, 34ft (103.6 cm). Weight (approx.), 2,800 lb (1,268 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 5.75-15in. Battery, 12-volt, 63 a/h.

List price: Tickford saloon £1,218; Abbott drop-head coupé £1,268.

**3-litre:** 6-cyl, 84 x 90 mm (3.31 x 3.54 in), 2,993 c.c. (182.6 cu in); o.h.v.; compression ratio, 7 to 1; 106 b.h.p. at 4,200 r.p.m.; 4 speeds, syn-



After a successful year, the Austin-Healey Hundred remains unchanged and is back again at Earls Court in the style first seen at last year's show.

chromesh (overall ratios, 3.8, 5.1, 7.3 and 11.2 to 1); central control. Suspension, independent front, coil springs front and rear. Brakes, Girling, hydraulic; two-leading shoe front.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 7in (139.7 cm). Overall length, 14ft 2in (431.78 cm); width, 5ft 5in (165 cm); height, 4ft 2in (127 cm); ground clearance, 7in (18 cm). Turning circle, 34ft (103.6 cm). Weight (approx.), 2,576 lb (1,171 kg).

Tank capacity, 16 Imperial gallons (72.73 litres).

Tyre size, 5.90-15in. Battery, 12-volt, 63 a/h.

List price: Coupé £1,250.

**Nash-Healey:** 6-cyl, 89 x 111.1 mm (3.5 x 4.375 in), 4,138 c.c. (252.6 cu in); o.h.v.; compression ratio, 8.25 to 1; 135 b.h.p. at 4,000 r.p.m.;

while all versions have new twin rear lamps with built-in reflectors, and larger bumpers. The most important and most recent change as regards appearance and utility is a modified luggage locker of considerably increased capacity. This is applied to the whole Minx range except the estate car.

The whole range is represented—a four-door saloon, a two-door convertible coupé, the smart and practical two-door Californian "hard-top" coupé—which is new in the London Show sense—and a useful estate car; an assortment offering a wide choice of body style in what used to be known as the 10 h.p. range. Mechanically, all four models are similar and are powered by a 1,265 c.c. side valve engine. A thermostatically controlled manifold hot spot is provided to assist rapid warming up and to enable the car to be driven away from cold with minimum use of the choke.

A feature of the Californian coupé, one of the latest additions to the range, is the wrap-round rear window which provides particularly good all-round visibility, and a light and bright interior. This model is particularly suited to its two-colour paintwork.

## Specification

**Minx Mark VII and Californian:** 4-cyl, 65 x 95 mm (2.56 x 3.74 in), 1,265 c.c. (77.2 cu in); side valves; compression ratio, 6.63 to 1; 37.3 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall

## NEXT WEEK

## The Autocar LONDON SHOW REVIEW

3 speeds and overdrive, synchromesh (OD, 4.1, 6.4 and 10.5 to 1); central control. Suspension, independent front, coil springs front and rear. Brakes, Bendix, hydraulic front and rear.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 6in (137 cm). Ground clearance, 7in (18 cm). Turning circle, 34ft (103.6 cm).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 6.40-15in. Battery, 6-volt, 105 a/h. Export only.



The "hard-top" saloon or coupé fashion has crossed the Atlantic from west to east. The modern version goes with large window area. This is the Hillman Minx four-seater Californian coupé.

## HILLMAN

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Hillman Motor Car Co., Ltd.,  
Ryton-on-Dunsmore, near Coventry

EARLIER this year the Hillman Minx celebrated its twenty-first anniversary as a model, a fine achievement of progressive development. Detail improvements that have been made to the Minx since last year's Show are concentrated at the rear; the saloon now has a larger rear window,

ratios, 5.22, 7.78, 12.89 and 16.64 to 1); steering column control. Suspension, independent front, coil springs; 1-elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 7ft 9in (236.2 cm); widest track, 4ft 0in (121.9 cm); estate car, 4ft 2in (128.3 cm). Overall length, 13ft 3in (405 cm); estate car, 13ft 8in (416.6 cm); width, 5ft 3in (161.29 cm); height, saloon, 5ft (152.4 cm); coupé and Californian, 4ft 10in (148.59 in); estate car, 5ft 5in (163 cm); ground clearance, 7in (18 cm). Turning circle, 33ft (1,000 cm). Weight (approx.), saloon, 2,053 lb (933 kg); coupé, 2,060 lb (936 kg); Cali-



# Cars - Stand to Stand

forman, 2,144 lb (975 kg); estate car, 2,165 lb (984 kg).  
Tank capacity, 7½ Imperial gallons (33 litres).  
Tyre size, 5.00—16in; estate car, 5.50—15in.  
Battery, 12-volt, 38 a/h.  
List price: saloon £470; coupé £510; Californian £510; estate car £540.

## HUDSON

138

Hudson Motor Car Co., Great West Road, London, W.4

FOUR examples of the Hornet are displayed this year. All cars have identical specifications with the exception of the colour schemes, and they are fitted with three-speed synchromesh transmission and an overdrive unit. The 5,048 c.c. engine develops 160 b.h.p. and has a compression ratio of 7.5 to 1, compared with 7.2 to 1 for last year's model. Other modifications include the use of a one-piece windscreen.

All the models are finished in attractive two-tone colours; light grey with a red roof, two shades of blue—both with blue Bedford cord upholstery, while the other two cars are in Roman bronze and black and red and black.

### Specification

**Jet, Super Jet and Jet Liner:** 6-cyl, 26.2 × 120.65 mm (3 × 4.75in), 3,310 c.c. (201.8 cu in); side valves; compression ratio, 7.5 to 1; 104 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 6.68 and 10.66 to 1); steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 8ft 9in (266.7 cm); widest track, 4ft 6in (137.2 cm). Overall length, 15ft 1in (459.7 cm); width, 5ft 7in (170.2 cm); height, 5ft 1in (154.9 cm); ground clearance, 8½in (20.96 cm). Turning circle, 33½ft (1,021 cm). Weight (approx.), 2,650 lb (1,205 kg).

Tank capacity, 12½ Imperial gallons (57.32 litres). Tyre size, Jet, 5.90—15in; Super Jet and Jet Liner, 6.40—15in. Battery, 6-volt, 80 a/h.

**Wasp:** 6-cyl, 90.49 × 98.42 mm (3.562 × 3.875in), 3,802 c.c. (232 cu in); side valves; compression ratio, 7 to 1; 126 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 8.2 and 11.81 to 1); overdrive optional; steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, hydraulic.

Wheelbase: 9ft 11in (302.4 cm); widest track, 4ft 10½in (149 cm). Overall length, 16ft 9½in (511.83 cm); width, 6ft 5½in (198 cm); height, 5ft 0½in (152.78 cm); ground clearance, 8½in (20.96 cm). Turning circle, 42ft (1,280 cm). Weight (approx.), 3,380 lb (1,536 kg).

Tank capacity, 16½ Imperial gallons (75.76 litres). Tyre size, 7.10—15in. Battery, 6-volt, 100 a/h.

**Super Wasp:** Specification as for Wasp, except for:—90.49 × 111.12 mm (3.562 × 4.375in), 4,293 c.c. (262 cu in); 140 b.h.p. at 3,800 r.p.m. Weight (approx.), 3,480 lb (1,582 kg).

**Hornet:** 6-cyl, 96.8 × 114.3 mm (3.812 × 4.50in), 5,048 c.c. (308 cu in); side valves; compression ratio, 7.5 to 1; 160 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 8.2 and 11.81 to 1); overdrive optional; steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, hydraulic.

Wheelbase: 10ft 4in (314.96 cm); widest track, 4ft 11½in (151 cm). Overall length, 17ft 4in (528.36 cm); width, 6ft 5½in (198 cm); height, 5ft 0½in (152.78 cm); ground clearance, 8½in (20.96 cm). Turning circle, 41ft (1,250 cm). Weight (approx.), 3,680 lb (1,668 kg).

Tank capacity, 16½ Imperial gallons (75.76 litres). Tyre size, 7.60—15in. Battery, 6-volt, 100 a/h.

No prices quoted.

## HUMBER

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Humber, Ltd., Ryton-on-Dunsmore, near Coventry

THERE is a distinct family likeness among the products of the Rootes Group. This is particularly so between the Humber Hawk and the Super Snipe, although the Hawk is in the 2½-litre class

with a four-cylinder side valve engine, while the Super Snipe is propelled by a 116 b.h.p. 4.1-litre six-cylinder overhead valve unit. It represents excellent value in the big British car class in view of its high performance coupled with very generous seating and luggage space. In its current form, which is new to Earls Court, it is a much improved car, in roadworthiness as well as in the bodywork.

As well as the Super Snipe, which is finished in Adriatic blue with light fawn trim, there are a standard Hawk saloon finished in quartz blue with red trim, and a Hawk touring limousine, similar in general appearance to the saloon except that it has a division and fixed front seat; this model is finished in gun metal, also with red upholstery. All cars are on view with optional extras, which include radio, heater and white wall tyres.

### Specification

**Hawk, Mark V:** 4-cyl, 81 × 110 mm (3.1875 × 4.33in), 2,267 c.c. (138.2 cu in); side valves; compression ratio, 6.32 to 1; 58 b.h.p. at 3,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.55, 6.78, 11.24 and 14.5 to 1); steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 8ft 9½in (268 cm); widest track, 4ft 9in (144.8 cm). Overall length, 15ft 0½in



Humber styling follows Rootes Group family practice. The Super Snipe continues to offer a very high performance and great space at a very reasonable price.

(458.47 cm); width, 5ft 10in (177.8 cm); height, 5ft 4½in (164.46 cm); ground clearance, 7½in (18.42 cm). Turning circle, 37ft (1,100 cm). Weight (approx.), 2,895 lb (1,316 kg).

Tank capacity, 10 Imperial gallons (45 litres). Tyre size, 6.40—15in. Battery, 12-volt, 51 a/h.

List price: saloon £695; limousine £775.

**Super Snipe, Mark IV:** 6-cyl, 88.9 × 111.13 mm (3.5 × 4.37in), 4,139 c.c. (252.6 cu in); o.h.v.; compression ratio, 7.13 to 1; 116 b.h.p. at 3,600 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9, 5.539, 8.16 and 12.182 to 1; or 3.7, 5.255, 7.742 and 11.557 to 1); steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 9ft 7½in (294 cm); widest track, 4ft 9½in (147.16 cm). Overall length, 16ft 5in (500 cm); width, 6ft 1½in (186.71 cm); height, 5ft 6in (167.64 cm); ground clearance, 7½in (19 cm). Turning circle, 43½ft (1,326 cm). Weight (approx.), 3,271 lb (1,760 kg).

Tank capacity, 15 Imperial gallons (68.19 litres). Tyre size, 7.00—15in. Battery, 12-volt, 64 a/h.

List price: saloon £985; limousine £1,065.

**Pullman and Imperial, Mark IV:** Specification as for Super Snipe, except for: overall ratios, 4.09, 5.81, 8.56 and 12.78 to 1. Suspension, independent front, transverse springs; j-elliptic rear.

Wheelbase: 10ft 11in (332.7 cm); widest track, 5ft 2½in (158 cm). Overall length, 17ft 7½in (538.2 cm); width, 6ft 2½in (189.8 cm); height, 5ft 9½in (176.57 cm); ground clearance, 8in (20.32 cm). Turning circle, 48ft (1,478 cm). Weight (approx.), Pullman, 4,718 lb (2,145 kg); Imperial, 4,690 lb (2,132 kg). Tyre size, 7.50—16in.

List price: Pullman limousine £1,395; Imperial saloon £1,395.

## JAGUAR

162

Jaguar Cars, Ltd., Coventry

THE name of Jaguar is indelibly inscribed in the history of British racing successes in international competition. It is one of the marques to have won the classic 24-hour race at Le Mans more than once. It is not surprising, therefore, that the centre of interest at the stand is the actual winner of that race this year.

Apart from this famous car, the range of Jaguar cars is more impressive than last year, having been increased in number. Now there are the Mark VII saloon, and three versions of the XK120 two-seater. Last year saw the introduction of the fixed head coupé version, and now there is the neat drop-head coupé in addition. This has a well padded mohair hood and all the operating mechanism is concealed. It was designed for the American market and has proved very popular over there.

All the cars, of course, including the Type C competition model, are powered by the now well known XK120 six-cylinder twin overhead camshaft engine, which is of 3½-litre capacity.

### Specification

**Mark VII:** 6-cyl, 83 × 106 mm (3.267 × 4.173in), 3,442 c.c. (210 cu in); twin o.h.v.; compression

ratio, 8 to 1 (optional 7 to 1); 160 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.27, 5.84, 8.46 and 14.41 to 1); central control. Automatic transmission available on export models. Suspension, independent front, torsion bar; j-elliptic rear. Brakes, Girling, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 10ft (304.8 cm); widest track, rear, 4ft 9½in (146 cm). Overall length, 16ft 4½in (499 cm); width, 6ft 1in (185.5 cm); height, 5ft 3in (160 cm); ground clearance, 7½in (19 cm). Turning circle, 36ft (1,097 cm). Weight (approx.), 3,696 lb (1,680 kg).

Tank capacity, 17 Imperial gallons (77.5 litres). Tyre size, 6.70—16in. Battery, 12-volt, 64 a/h.

List price: saloon £1,140.

**XK120:** 6-cyl, 83 × 106 mm (3.267 × 4.173in), 3,442 c.c. (210 cu in); twin o.h.v.; compression ratio, 8 to 1 (optional 7 to 1); 160 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.54, 4.84, 7.01 and 11.95 to 1); central control. Suspension, independent front, torsion bar; j-elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase, 8ft 6in (259 cm); widest track, front, 4ft 3in (129.5 cm). Overall length, 14ft 5½in (440.67 cm); width, 5ft 2in (157.5 cm); height, Sports, 4ft 4½in (133.35 cm); Coupé, 4ft 7in (139.7 cm); ground clearance, 7½in (18.1 cm). Turning circle, 31ft (945 cm). Weight (approx.), Sports, 2,744 lb (1,247 kg); Coupé, 2,856 lb (1,298 kg).

Tank capacity, 15 Imperial gallons (68 litres); optional, 24 gallons (109 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

List price: 2-seater super sports £1,130; fixed-head coupé £1,140; drop-head coupé £1,160.



Jaguar's XK120 model is still drawing the enthusiasts. This is the drophead coupé version.

**XK120C:** 6-cyl, 83 x 106 mm (3.267 x 4.173 in), 3,442 c.c. (210 cu in); twin o.h.v.; compression ratio, 8 to 1; 200 b.h.p. at 5,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.31, 3.99, 5.78 and 9.86 to 1); four final drive ratios available; central control. Suspension, independent front; torsion bars front and rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 8ft (243.8 cm); widest track, 4ft 3in (129.54 cm). Overall length, 13ft 1in (398.74 cm); width, 5ft 4in (163.83 cm); height, 3ft 2in (97.79 cm); ground clearance, 5in (13.97 cm). Turning circle, 31ft (945 cm). Weight (approx.), 2,072 lb (942 kg).

Tank capacity, 39 Imperial gallons (177.29 litres). Tyre size, 6.00—16in, 6.50—16in or 7.00—16in. Battery, 12-volt, 40 a/h.

List price: 2-seater £1,495.

## JENSEN

139

Jensen Motors, Ltd.,  
Carters Green, West Bromwich, Staffordshire

A 4-LITRE Austin engine is used in the Jensen Interceptor, and the body style of the car is similar to the sports version of the Austin A.40. It is one of the most interesting cars on show, for it is constructed on the principle of using a fairly big engine, getting economy and outstanding performance by reducing air drag and weight to the minimum, and using overdrive top gearing. The Interceptor is one of the elite 100 m.p.h. models, and this year it springs a last-minute surprise by appearing in a new, smaller and lighter version known as the 541.

The new model has yet to be seen on the road, but when it is put to test it should prove to be a really formidable performer.

### Specification

**Interceptor:** 6-cyl, 87 x 111 mm (3.42 x 4.37 in), 3,993 c.c. (243 cu in); o.h.v.; compression ratio, 6.8 to 1; 130 b.h.p. at 3,700 r.p.m.; 4 speeds and overdrive, synchromesh (overall ratios, OD (2.85), 3.77, 5.4, 8.78 and 12.75 to 1); central control. Suspension, independent front, coil springs; i-elliptic rear. Brakes, Girling, hydraulic; two-leading shoe front, hydro-mechanical rear.

Wheelbase: 9ft 4in (284 cm); widest track, 4ft 9in (145.73 cm). Overall length, 15ft 8in (477 cm); width, 5ft 6in (167 cm); height, 4ft 10in (147 cm); ground clearance, 7in (18 cm). Turning circle, 38ft (1,173 cm). Weight (approx.), 3,024 lb (1,375 kg).

Tank capacity, 13 Imperial gallons (59 litres). Tyre size, 6.00—16in. Battery, 12-volt, 68 a/h.

List price: saloon £1,700; cabriolet £1,700.

**Model 541:** Specification as for Interceptor, except for:—(overall ratios, OD (2.68), 3.54, 5.06, 8.14 and 11.95 to 1); central control.

Wheelbase: 8ft 9in (266.7 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft 6in (441.9 cm); width, 5ft 3in (160 cm); height, 4ft 5in (134.6 cm); ground clearance, 7in (18 cm). Turning circle, 32ft (975 cm). Weight (approx.), 2,688 lb (1,222 kg).

List price: 2-door saloon £1,250.

## JOWETT

159

Jowett Cars, Ltd.,  
48, Albemarle Street, London, W.1

JOWETT have suffered an unhappy setback in body supplies for the Javelin saloon, and it is specially to be hoped that the difficulties will soon be resolved, for this make has endeared itself to British motorists. It has also done much good for British motoring prestige abroad by its manufacturers' bold policy in international competition. However, no supply diffi-

culties beset the Jupiter convertible, and this appears now in a new and even more interesting form as the R4.

This is developed from the cars which won the 1½-litre class at Le Mans three years running, and the body is, to say the least, quite striking. The Show model is finished in cream, which suits its lines. As usual, the power unit is a four-cylinder horizontally opposed unit mounted well forward, and the manufacturers claim a top speed of over 100 m.p.h. An interesting refinement is an electrically driven fan which can be brought into action by a switch when extra engine cooling, such as in heavy traffic, is required. This is done so that the power normally used in driving



The Kaiser Manhattan is given an unusual air by the heart-shaped windscreen. This is Kaiser's expensive model.

the fan, which is quite substantial, can go to the road wheels instead.

### Specification

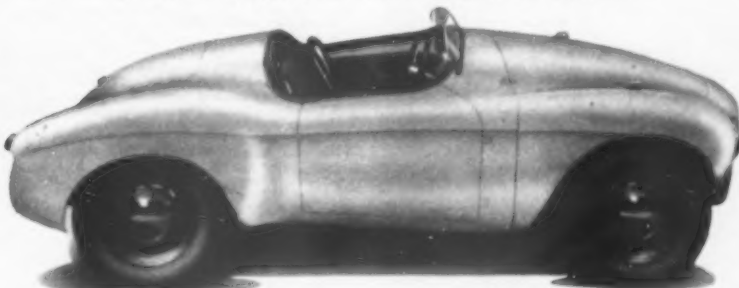
**Javelin:** 4-cyl, 72.5 x 90 mm (2.85 x 3.54 in), 1,486 c.c. (90.9 cu in); o.h.v.; compression ratio, 7.2 to 1; 50 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.878, 7.3, 11.6 and 18.9 to 1); steering column control. Suspension, independent front; torsion bar front and rear. Brakes, Girling, hydraulic front and rear.

Wheelbase: 8ft 6in (259.04 cm); widest track, front, 4ft 4in (132.1 cm). Overall length, 14ft (426.7 cm); width, 5ft 2in (157.48 cm); height, 5ft 0in (153.67 cm); ground clearance, 7in (19.69 cm). Turning circle, 32ft (975 cm). Weight (approx.), 2,352 lb (1,069 kg).

Tank capacity, 8 Imperial gallons (36 litres). Tyre size, 5.25—16in. Battery 12-volt, 56 a/h.

List price: saloon £625; saloon de luxe £675.

Based on the successful Le Mans Jupiters, the latest model from the Jowett factory is this businesslike R4 Jupiter, which can be examined on the stand.



**Jupiter 1A:** 4-cyl, 72.5 x 90 mm (2.85 x 3.54 in), 1,486 c.c. (90.9 cu in); o.h.v.; compression ratio, 8 to 1; 60 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.56, 6.30, 9.9 and 16.3 to 1); steering column control. Suspension, independent front; torsion bar front and rear. Brakes, Girling, hydraulic front and rear.

Wheelbase, 7ft 9in (251.5 cm); widest track, front, 4ft 4in (132.1 cm). Overall length, 14ft (426.7 cm); width, 5ft 2in (157.48 cm); height, hood raised, 4ft 8in (142.24 cm); ground clearance, 7in (19.69 cm). Turning circle, 32ft (975 cm). Weight (approx.), 1,960 lb (891 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50—16in. Battery, 12-volt, 56 a/h.

List price: convertible £725.

**Jupiter R4:** Specification as for 1A, except for: compression ratio, 8.5 to 1; 64 b.h.p. at 4,300 r.p.m. Optional overdrive. Rear suspension, i-elliptic.

Wheelbase, 7ft (213.4 cm); widest track, 4ft 4in (132 cm). Overall length, 11ft 7in (353 cm); width, 5ft 2in (158.8 cm); height, 4ft 6in (137.2 cm); ground clearance, 7in (19 cm). Turning circle, 31ft (945 cm). Weight (approx.), 1,568 lb (713 kg).

Tyre size, 5.90—15in.

List price: sports £545.

## KAISER

116

Hoole, Griffiths and Co., Ltd.,  
206, Gamberwell New Road, London, S.E.8

THREE Kaisers are on show. Two are Kaiser Manhattans, both equipped with automatic transmission; one is painted in a single colour, while the other has a two-tone finish. The third is a version of the Henry J, one of America's few fairly small-engined cars. It is the Corsair de

Luxe which, although it looks exactly the same as the ordinary Corsair, is fitted with the six- instead of the four-cylinder engine.

Since their first appearance, the Manhattans have undergone a process of development, and recent detail modifications include sound-insulating material underneath, thicker foam rubber seats and improved weather sealing. Kaiser are continuing their policy of fitting padded "crash panels" across the fascia for protection in the unhappy event of an accident.

Some mechanical modifications have been incorporated on the Corsair de Luxe, including a larger capacity oil pump, a stronger clutch and waterproofed ignition.





# Cars - Stand to Stand

## Specification

**Henry J. Corsair:** 4-cyl, 79.3 x 111.12 mm (3.125 x 4.375 in), 2,200 c.c. (134 cu in); side valves; compression ratio, 7 to 1; 68 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 6.68 and 10.68 to 1); steering column control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Bendix, hydraulic front and rear.

Wheelbase, 8ft 4in (254 cm); widest track, 4ft 6in (137 cm). Overall length, 15ft 11in (461.65 cm); width, 5ft 9in (176.45 cm); height, 5ft 1in (156.64 cm); ground clearance, 7in (19 cm). Turning circle, 35ft (1,067 cm). Weight (approx.), 2,395 lb (1,089 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.90-15in. Battery, 6-volt, 100 a/h.

**Henry J. Corsair de Luxe:** Specification as for Corsair, except for—6-cyl, 79.3 x 88.9 mm (3.125 x 3.50in), 2,641 c.c. (161.04 cu in); 80 b.h.p. at 3,800 r.p.m.; 3 speeds, with overdrive, synchromesh (overall ratios, 4.55, 7.41 and 11.85 to 1). Weight (approx.), 2,445 lb (1,111 kg).

**Manhattan:** 6-cyl, 84.1 x 111 mm (3.31 x 4.373in), 3,706 c.c. (226.2 cu in); side valves; compression ratio, 7.3 to 1; 118 b.h.p. at 3,650 r.p.m.; 4 speeds, Hydra-Matic fluid coupling (overall ratios, 3.54, 5.13, 9.31 and 13.5 to 1); steering column control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Bendix, hydraulic front and rear.

Wheelbase, 9ft 10in (300 cm); widest track, rear, 4ft 10in (147.33 cm). Overall length, 17ft 7in (536.3 cm); width, 6ft 2in (180.2 cm); height, 5ft 0in (153 cm); ground clearance, 7in (18 cm). Turning circle, 38ft (1,166 cm). Weight (approx.), 3,265 lb (1,484 kg).

Tank capacity, 14 Imperial gallons (63.64 litres). Tyre size, 6.70-15in. Battery, 6-volt, 100 a/h. No prices quoted.

## LAGONDA

132

Lagonda, Ltd., Meltham, Yorkshire

**CONSIDERABLE** re-styling of the coachwork on any famous chassis is of interest, and the Lagondas for 1954 are very different in appearance from those that have appeared since this firm came under the control of the David Brown group of companies after the war. But there are mechanical modifications as well, the engine having been increased in size to

Two separate front seats with arm-rests in the Lagonda can be adjusted to provide bench accommodation for three, the arm-rests folding flush into recesses in the seat backs if required.

3 litres. The Lagonda is a high-performance car built without first cost being too closely considered. It is one of the few cars in the world to employ independent suspension of all four wheels, and the whole of the chassis is worthy of study. Bodies are finished to customers' own colour requirements, but on the Lagonda stand are seen a right-hand drive saloon in two-tone grey with red leather upholstery, another in Lugano blue with grey upholstery, and a drop-head coupé by Tickford, which is finished in blue inside and out. The coupé has a grey hood. Radio, heater, and Rimbellishers on the wheels, are fitted as standard.

Most Show visitors are likely to regard the new body as being an improvement over the previous style.

## Specification

**3-litre:** 6-cyl, 83 x 90 mm (3.27 x 3.54in), 2,922 c.c. (174.5 cu in); twin o.h.v.; compression ratio, 8.16 to 1; 140 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.56, 6.06, 9.02 and 13.3 to 1); steering column control. Suspension, independent front and rear; coil springs front, torsion bar rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase, 9ft 5in (288.3 cm); widest track, 4ft 8in (144.15 cm). Overall length, 16ft 4in (497.86 cm); width, 5ft 9in (176.53 cm); height, 5ft 2in (157.48 cm); ground clearance, 7in (18.42 cm). Turning circle, 38ft (1,158 cm). Weight (approx.), 3,550 lb (1,616 kg).

Tank capacity, 19 Imperial gallons (86.37 litres). Tyre size, 6.00-16in. Battery, 12-volt 63 a/h. List price: 2-door saloon £2,260; drop-head coupé £2,260.

## LANCHESTER

156

Lanchester Motor Co., Ltd., Radford Works, Coventry

**NO** alterations have been made to the Fourteen, which was displayed last year, but considerable interest attaches to the new Lanchester Dauphin, which is fitted with coachwork by Hooper. This model is very much in the luxury class, with a basic price of nearly £3,000. Nothing has been spared to provide superb comfort for four people. Two separate seats are used at the front and at the rear there are two tip-up armchair-type seats. Round the doors is double sealing against dust and draught, and the roof is insulated against heat. A radio is fitted as standard.

The engine is a six-cylinder of 2½-litre capacity of "under square" design; that is, the bore is less than the stroke. Two carburettors are used and the unit develops 92 b.h.p. As would be expected on a Lanchester, a fluid flywheel drive is used in conjunction with a preselector gear box.

## Specification

**Fourteen:** 4-cyl, 76.2 x 107.95 mm (3 x 4.25in), 1,968 c.c. (120 cu in); o.h.v.; compression ratio, 6.7 to 1; 60 b.h.p. at 4,200 r.p.m.; 4 speeds, preselector (overall ratios, 4.56, 6.71, 10.05 and 17.47 to 1); steering column control. Suspension, independent front, torsion bar;  $\frac{1}{2}$ -elliptic rear. Brakes, Girling, hydraulic front, mechanical rear.

Wheelbase, 8ft 8in (264 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft 6in (433.2 cm); width, 5ft 5in (166.4 cm); height, 5ft 2in (158.75 cm); ground clearance, 7in (18 cm). Turning circle, 33ft (1,013 cm). Weight (approx.), 3,136 lb (1,425 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.70-15in. Battery, 12-volt, 69 a/h. List price: saloon £998.

**2½-litre Dauphin:** 6-cyl, 76.2 x 88.9 mm (3 x 3.5in), 2,433 c.c. (149.26 cu in); o.h.v.; compression ratio, 7.75 to 1; 92 b.h.p. at 4,400 r.p.m.; 4 speeds, preselector (overall ratios, 4.56, 6.71, 10.05 and 17.47 to 1); steering column control. Suspension, independent front, torsion bar;  $\frac{1}{2}$ -elliptic rear. Brakes, hydraulic front, mechanical rear.

Overall length, 15ft 5in (470 cm); width, 5ft 7in (170.2 cm); height, 5ft 1in (152.4 cm). Turning circle, 34ft (1,050 cm).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.70-15in. Battery, 12-volt. List price: Hooper 2-door saloon £2,830.

## LANCIA

126

Lancia (England), Ltd., 372, Ealing Road, Alorton, Wembley, Middlesex

**THIS** manufacturer's stand always draws the enthusiasts, for they may rely on being able to see advanced design, and they know that the name is synonymous with cars of excellent road behaviour. This year a very interesting range of cars is on show, for, apart from the 2-litre Aurelia, and the 2½-litre Gran Turismo, there is the new small car, the 1,090 c.c. Appia.

The Gran Turismo Aurelia has a special appeal, for it has shown during the past competition season that it is capable of the most remarkable performances for a car regardless of size, and it certainly looks the fast car that it is. In its original 2-litre form, as a tuned version of the Aurelia, it was potent, but now the engine size has been increased, and a top speed of over 112 m.p.h. is claimed by the manufacturers. This model, with its wide-angle V-six-cylinder high-efficiency engine, has put up some remarkable performances in recent competitions, among them being fourth place in the 1952 trans-Mexican road race and a brilliant victory in this year's Liege-Rome-Liege rally. Even the normal Aurelia family saloon, of modest engine size, has 100 m.p.h. potentialities.

For those who desire a small car, but who look for something out of the ordinary mechanically, there is the feeling of regret that the Appia, like other Italian cars, is not generally available in this country. This little car, though quite ordinary in exterior appearance, possesses a remarkably good performance in regard to both speed and fuel economy. To have sampled the products of this company at any time is enough to suggest that the manufacturer's claims are not exaggerated.

## Specification

**Appia:** 4-cyl, 68 x 75 mm (2.68 x 2.95in), 1,090 c.c. (66.46 cu in); o.h.v.; compression ratio, 7.4 to 1; 38 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.55, 6.42, 9.87 and 17.79 to 1); steering column control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Sabir, hydraulic front and rear.

Wheelbase, 8ft 1in (248.25 cm); widest track, 3ft 10in (118.4 cm). Overall length, 12ft 8in (387.39 cm); width, 4ft 8in (142.24 cm); height, 4ft 8in (142.24 cm); ground clearance, 6in (15.88 cm). Turning circle, 32ft (975 cm). Weight (approx.), 1,792 lb (815 kg).

Tank capacity, 8½ Imperial gallons (37.51 litres). Tyre size, 5.60-15in. Battery, 12-volt, 35 a/h.

**Aurelia B10:** 6-cyl, 70 x 76 mm (2.756 x 2.992in), 1,754 c.c. (107 cu in); o.h.v.; compression ratio, 7 to 1; 56 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.2, 6.1, 9.18 and 14.95 to 1); steering column control. Suspension, independent front and rear, coil springs. Brakes, Sabir, hydraulic front and rear.

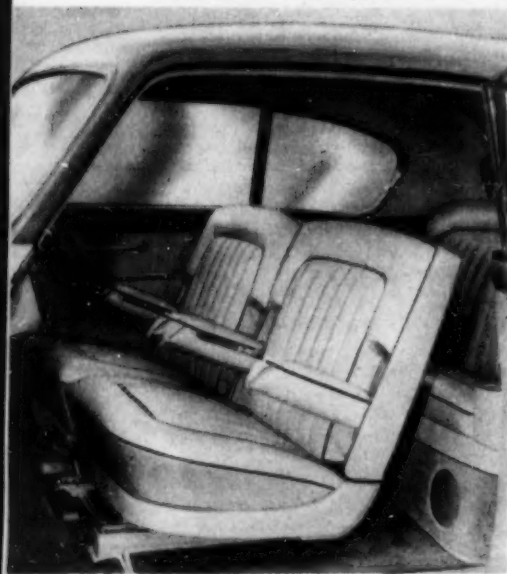
Wheelbase, 9ft 4in (286 cm); widest track, rear, 4ft 3in (130 cm). Overall length, 14ft 6in (44.2 cm); width, 5ft 1in (156 cm); height, 4ft 11in (149.86 cm); ground clearance, 6in (15 cm). Turning circle, 35ft (1,067 cm). Weight (approx.), 2,436 lb (1,107 kg).

Tank capacity, 13½ Imperial gallons (60 litres). Tyre size, 5.50-16in. Battery, 12-volt, 48 a/h.

**Aurelia B21 and B22:** Specification as for B10, except for—72 x 81.5 mm (2.834 x 3.206in), 1,991 c.c. (124 cu in); compression ratio, 7.8 to 1; B21, 70 b.h.p. at 4,500 r.p.m.; B22, 90 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, B21, 4.01, 5.87, 8.65 and 13.44 to 1; B22, 3.82, 5.55, 8.7 and 12.72 to 1).

**2½-litre Gran Turismo B20:** 6-cyl 78 x 85.5 mm (3.07 x 3.35in), 2,451 c.c. (149.9 cu in); o.h.v.; compression ratio, approx. 8 to 1; 118 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.63, 5.27, 7.76 and 12.1 to 1); steering column control. Suspension, independent front and rear, coil springs. Brakes, Sabir, hydraulic front and rear.

Wheelbase, 8ft 8in (266 cm); widest track,





4ft 3½in (130 cm). Overall length, 14ft 4in (437 cm); width, 5ft 1in (154.94 cm); height, 4ft 5½in (135.89 cm); ground clearance, 6in (15 cm). Turning circle, 33ft (1,006 cm). Weight (approx.), 2,436 lb (1,107 kg).

Tank capacity, 15 Imperial gallons (68.19 litres). Tyre size, 5.50—16in. Battery, 12-volt, 48 a/h. No prices quoted.

## LINCOLN

143

Lincoln Cars, Ltd.,  
Great West Road, Brentford, Middlesex

**L**AST year Lincoln introduced an entirely new car with a V-eight engine, so this year their policy is one of consolidation rather than further pioneering. The 90-degree V-eight develops 205 b.h.p. at 4,200 r.p.m., and it incorporates a number of interesting design details. A four-choke carburettor is used, and the compression ratio, at 8 to 1, is much higher than that of the average American car. The top piston rings are chromium plated.

The body style attracting attention on the stand is the Capri "special custom convertible coupé," which is a two-door model with electrical operation of the head and windows. It even has four-way power operation for seats. Equipment is lavish, including electric clock, cigar lighters, dual horns, and so on. It is an imposing car with an overall length of nearly 18ft.

### Specification

**Capri and Cosmopolitan:** 8-cyl. 96.52 × 88.9 mm (3.82 × 3.5in); 5,203 c.c. (319 cu in); o.h.v.; compression ratio, 8 to 1; 205 b.h.p. at 4,200 r.p.m.; 4 speeds, Hydra-Matic fluid coupling (overall ratios, 3.15, 4.57, 8.29 and 12.03 to 1); steering column control. Suspension, independent front, coil springs; i-elliptic rear. Brakes, Bendix, duo-servo hydraulic front and rear.

**Wheelbase:** 10ft 3in (312.42 cm); widest track, 4ft 10½in (148.59 cm). Overall length, 17ft 10in (543.6 cm); width, 6ft 5in (195.3 cm); height, 5ft 3in (160 cm); ground clearance, 7½in (18.42 cm). Turning circle, 45½ft (1,372 cm). Weight (approx.), 4,150 lb (1,886 kg).

Tank capacity, 16½ Imperial gallons (76 litres). Tyre size, 8.20—15in. Battery, 6-volt, 110 a/h. No price quoted.

## MERCEDES-BENZ

142

Mercedes-Benz (Great Britain), Ltd.,  
111, Grosvenor Road, London, E.W.1

**F**OR the first time since before the war Mercedes-Benz cars are at the London Show, and, post-war developments being well advanced, the cars make an interesting study. The make is generally regarded as one of the world's best, and now, with the introduction of the 180, the range is quite wide.

Three 1954 models are on show. They comprise the Type 180, which is a 1.8-litre four-cylinder, the 170 SV, of similar basic specification, and the 170 SD. The Type 180 is particularly interesting, for it displays the Mercedes approach to the problem of producing a modern body shape allied to a traditional radiator. The lines are smooth and successful, and the old radiator shape has been retained partly by an excusable subterfuge. What appears to be a radiator matrix is actually false, and it lifts up with the bonnet. These cars were never cheap, and with the addition of duty and purchase tax their prices are formidable in this country. However, it is invigorating to see their reappearance, even if only in very limited numbers.

### Specification

**170S-V:** 4-cyl. 75 × 100 mm (2.195 × 3.225in), 1,767 c.c. (107.85 cu in); side valves; compression ratio, 6.5 to 1; 45 b.h.p. at 3,600 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.125, 5.858, 9.4 and 16.59 to 1); steering column control. Suspension, independent front and rear; transverse springs front, coil springs rear. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

**Wheelbase:** 9ft 4in (284.5 cm); widest track, rear, 4ft 8½in (144 cm). Overall length, 14ft 7½in (445.8 cm); width, 5ft 3in (160 cm); height, 5ft 2½in (158.76



Lancia's Appia, a comparatively new model from Italy, which has a very interesting four-cylinder engine with the familiar Lancia narrow-V cylinder arrangement.

cm); ground clearance, 7½in (18.42 cm). Turning circle, 36ft (1,097 cm). Weight (approx.), 2,538 lb (1,157 kg).

Tank capacity, 10½ Imperial gallons (46.6 litres). Tyre size, 5.50—16in. Battery, two 6-volt, 84 a/h. List price: saloon £975.

**170 5-D Diesel:** Specification as for 170 S-V, except for:—o.h.v.; compression ratio, 19 to 1; 40 b.h.p. at 3,200 r.p.m. Weight (approx.), 2,644 lb (1,201 kg). Battery, 6-volt, 70 a/h. List price: saloon £1,165.

**180:** 4-cyl. 75 × 100 mm (2.195 × 3.225in), 1,767 c.c. (107.85 cu in); side valves; compression ratio, 6.7 to 1; 52 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.89, 5.95, 9.258 and 15.75 to 1); steering column control. Suspension, independent front and rear, coil springs. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

**Wheelbase:** 8ft 8in (264 cm); widest track, rear, 4ft 9½in (145 cm). Overall length, 14ft 7½in (446.77 cm); width, 5ft 8½in (174 cm); height, 5ft 1½in (156.22 cm); ground clearance, 8½in (20.64 cm). Turning circle, 36ft (1,097 cm). Weight (approx.), 2,358 lb (1,072 kg).

Tank capacity, 12½ Imperial gallons (57.96 litres). Tyre size, 6.40—13in. Battery, 6-volt, 70 a/h. List price: saloon £1,195.

**220:** 6-cyl. 80 × 72.8 mm (3.155 × 2.825in), 2,195 c.c. (134 cu in); o.h.v.; compression ratio, 6.5 to 1; 80 b.h.p. at 4,600 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.44, 6.3, 9.99 and 16.339 to 1); steering column control. Suspension, independent front and rear, coil springs. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

**Wheelbase:** 9ft 4in (284.5 cm); widest track, 4ft 8½in (143.5 cm). Overall length, 14ft 9½in (450 cm); width, 5ft 6½in (168.28 cm); height, 5ft 3½in (161 cm); ground clearance, 7½in (18.42 cm). Turning circle, 36ft (1,097 cm). Weight (approx.), 2,921 lb (1,328 kg).

Tank capacity, 14½ Imperial gallons (65 litres). Tyre size, 6.40—15in. Battery, 6-volt, 75 a/h. List price: saloon £1,427; cabriolet A £2,152; cabriolet B £1,837.

**300:** 6-cyl. 85 × 88 mm (3.341 × 3.465in), 2,996 c.c. (182.9 cu in); o.h.v.; compression ratio, 6.4 to 1; 115 b.h.p. at 4,600 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.125, 5.858, 9.28 and 15.18 to 1); steering column control. Suspension, independent front and rear, coil springs. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

**Wheelbase:** 10ft (305 cm); widest track, rear, 5ft (152.4 cm). Overall length, 16ft 3in (495 cm); width, 6ft 0½in (184 cm); height, 5ft 4½in (163.83 cm); ground clearance, 7½in (18.42 cm). Turning circle, 39ft (1,189 cm). Weight (approx.), 3,862 lb (1,755 kg).

Tank capacity, 15 Imperial gallons (68.19 litres). Tyre size, 7.10—15in. Battery, 12-volt, 56 a/h. List price: saloon £2,329; cabriolet D £2,834.

**300S:** 6-cyl. 85 × 88 mm (3.341 × 3.465in), 2,996 c.c. (182.9 cu in); o.h.v.; compression ratio, 7.5 to 1; 150 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.44, 6.3, 9.99 and 16.339 to 1); steering column control. Suspension, independent front and rear, coil springs. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

**Wheelbase:** 9ft 6in (289.54 cm); widest track, rear, 5ft (152.4 cm). Overall length, 15ft 6in (472.44 cm); width, 6ft 3in (190.52 cm); height, 4ft 11½in (151 cm); ground clearance, 7in (18 cm). Turning circle, 40ft (1,219 cm). Weight (approx.), 3,568 lb (1,623 kg).

Tank capacity, 16½ Imperial gallons (76 litres). Tyre size, 6.70—15in. Battery, 12-volt, 56 a/h. List price: coupé £3,902; cabriolet £3,902; roadster £3,902.

## MERCURY

143

Lincoln Cars, Ltd.,  
Great West Road, Brentford, Middlesex

**A** MERCURY Monterey eight-nine-passenger station wagon is exhibited on the same stand as the Lincoln Capri.

Although this car also has a V-eight engine, the unit is smaller than that in the Lincoln and it develops 125 b.h.p. The compression ratio is 7.2 to 1, and a twin-choke carburettor is used. Transmission choice lies between a normal three-speed synchromesh gear box with a semi-centrifugal clutch, the same with the addition of overdrive, or the Merc-O-Matic automatic unit.

The body is designed to seat eight passengers in addition to the driver on three full-width seats which each hold three people. A four-door body gives easy access and the centre and rear seats fold flat to give a great volume of luggage space when required. The car actually on show has extras, including the automatic transmission, radio, heater, and so on, and is finished in Mohawk maroon with red and ivory upholstery.

### Specification

**Monterey:** 8-cyl. 80.962 × 101.6 mm (3.186 × 4in), 4,185 c.c. (255.4 cu in); side valves; compression ratio, 7.2 to 1; 125 b.h.p. at 3,700 r.p.m.; 3 speeds, hydraulic torque converter (overall ratios, 3.31, 4.89 and 8.076 to 1); steering column control. Suspension, independent front, coil springs; i-elliptic rear. Brakes, Bendix, hydraulic front and rear.

**Wheelbase:** 9ft 10in (299.72 cm); widest track, 4ft 10½in (147.32 cm). Overall length, 16ft 10in (513 cm); width, 6ft 1½in (186.7 cm); height, 5ft 4½in (163.83 cm); ground clearance, 8½in (21.59 cm). Turning circle, 42½ft (1,295 cm). Weight (approx.), 3,400 lb (1,545 kg).

Tank capacity, 16 Imperial gallons (72.72 litres). Tyre size, 7.60—15in. Battery, 6-volt, 100 a/h. No price quoted.

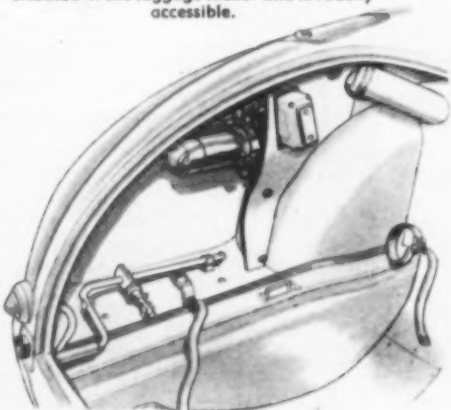
## M.G.

153

M.G. Car Co., Ltd., Cowley, Oxford

**N**O enthusiast is likely to see the Show without visiting this stand, for on it are two cars which herald the return of the famous model name Magnette, besides a

On the M.G. Magnette the fuel pump is situated in the luggage locker and is readily accessible.

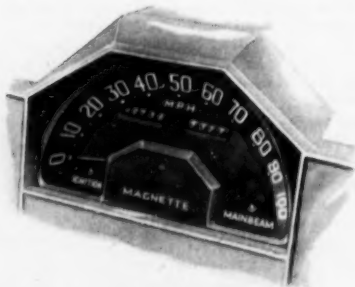




# Cars - Stand to Stand

modified Midget. The new Magnette, fully described in *The Autocar* of October 16, is seen to full advantage on a turntable. Outwardly it has similarities to its relative, the Wolseley Four Forty-Four, but the overall height is less. Very clean, smooth lines have been achieved, which should reduce wind noise and drag to a minimum. The engine is a new 1½-litre unit from the British Motor Corporation's range. It gives 60 b.h.p. at 4,600 r.p.m., which is a very creditable figure. With a weight of little over the ton a useful performance in keeping with Magnette reputation can be expected. Reposing splendidly on the stand, it looks quite ready to uphold the famous M.G. slogan.

As at so many previous Shows, the Midget has changed only in detail, but such changes as there are in the new model, the TF, are certainly for the better. There are two examples of it on the stand, one with left-hand drive and other extras, and it can be seen at once that it is lower in front than the previous TD. The scuttle has been lowered and the radiator has been lowered still more, so that there is now a pronounced slope down from rear to front of the bonnet. The front wing line has been made cleaner, and the head lamps have been faired into the wings themselves. The seats are now fully separate. The engine has had its compression ratio raised and valves enlarged, so that, coupled with the reduction in height, the new model should perform better than ever. One should allow some time to see these cars, for it is necessary to work one's way through to the ringside!



## Specification

**Midget, Series TF:** 4-cyl, 66.5 x 90 mm (2.618 x 3.543 in), 1,250 c.c. (76.28 cu in); o.h.v.; compression ratio, 8 to 1; 57 b.h.p. at 6,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.875, 6.752, 10.09 and 17.06 to 1); central control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 7ft 10in (238.8 cm); widest track, rear, 4ft 2in (127 cm). Overall length, 12ft 3in (373.42 cm); width, 4ft 11½in (151.77 cm); height, 4ft 4½in (133.35 cm); ground clearance, 6in (15.24 cm). Turning circle, 31½ft (953 cm). Weight (approx.), 1,932 lb (878 kg).

Tank capacity, 12 Imperial gallons (54.55 litres). Tyre size, 5.50-15in. Battery, 12-volt, 51 a/h. List price: tourer £550.

**Magnette, Series ZA:** 4-cyl, 73.025 x 89 mm (2.874 x 3.5in), 1,489 c.c. (90.79 cu in); o.h.v.; compression ratio, 7.15 to 1; 60 b.h.p. at 4,600 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.875, 6.698, 10.793 and 17.475 to 1); central control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 3in (129.54 cm). Overall length, 14ft 1in (429.24 cm); width, 5ft 3in (160 cm); height, 4ft 10in (147.32 cm); ground clearance, 7in (18 cm). Turning circle, 32ft (975 cm). Weight (approx.), 2,352 lb (1,069 kg). Tank capacity, 9½ Imperial gallons (43.18 litres). Tyre size, 5.50-15in. Battery, 12-volt, 51 a/h. List price: saloon £645.

## MORGAN

Morgan Motor Co., Ltd.,  
Pickersleigh Road, Malvern Link, Worcestershire

FIVE cars are displayed, and a new frontal treatment for the open two-seater is at once noticed. The radiator shell is more raked, the outer part at the top and down the sides being cellulosed instead of chromium plated. The forward edges of the front wings are now carried across the car, and the head lamps are faired into the wings between the radiator shell and the wheels. The effect is pleasing and business-

like, and the new shape may add something to the already formidable performance as a result of reduced drag.

All Morgans use the 2.1-litre Standard engine which, with the low weight of the cars and their small size, provides very brisk acceleration. The remaining models are unchanged for 1954, and those on the stand are intended particularly to attract export buyers. Only one of the two-seaters is fitted with right-hand steering and bright colours are used on them all.

The Morgan appeal lies partly in the extremely neat appearance, but even more important is their manoeuvrability, a characteristic which has taken the make from success to success in competitions, particularly of the rally type in which intricate driving tests have to be performed. An unusual type of independent front suspension has been used with only slight modification for very many years.

## Specification

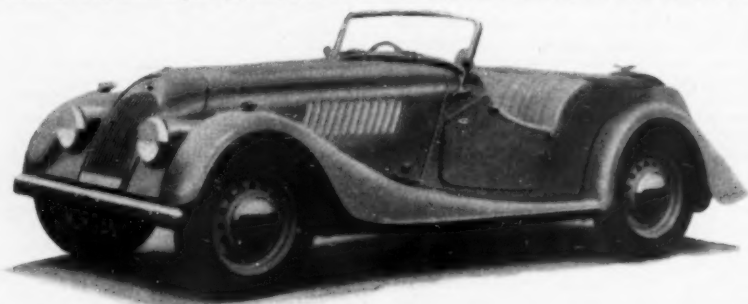
**Plus 4:** 4-cyl, 85 x 92 mm (3.347 x 3.622 in), 2,088 c.c. (127.6 cu in); o.h.v.; compression ratio, 7 to 1; 68 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.1, 5.6, 8.12 and 13.8 to 1); central control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling, hydraulic; two-leading shoe front.

Wheelbase: 8ft (244 cm); widest track, 3ft 11in (119.4 cm). Overall length, 11ft 8in (355 cm); width, 4ft 8in (142 cm); height, 4ft 4½in (133.35 cm); ground clearance, 7in (18 cm). Turning circle, 33ft (1,006 cm). Weight (approx.), 1,764 lb (801.8 kg). Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 5.25-16in. Battery, 12-volt, 57 a/h. List price: 2-seater £565; 4-seater £580; coupé £620.

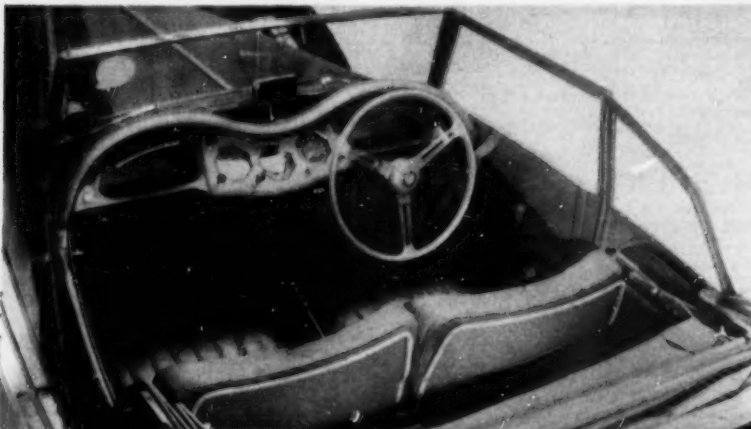
## MORRIS

Morris Motors, Ltd., Cowley, Oxford

ONE of the most famous of all British marques, Morris this year are showing their popular Minor, the 1½-litre Oxford,



There is now a more pronounced slope to the front of the Morgan, of which the example on the right is the famous two-seater Plus Four. There are five cars on the stand. (Left and below): The octagonal motif that has for years characterized M.G.s is suggested by the Magnette's speedometer, while the new TF Midget's instruments retain it in full.



and the biggest of the range, the Six. The latest Minor quickly earned an enviable reputation for itself when the original design was introduced after the war. It proved to have quite outstanding road-holding qualities, which have remained unbeaten by cars of much greater cost. There are three normal Minors on show, one of them a tourer, another the two-door saloon, and the third a four-door saloon. All of them are now fitted with the B.M.C. engine of 800 c.c. originally designed for the Austin Seven.

An exhibit of special interest is the sectioned Minor four-door saloon, and a great deal of interest is being aroused by

the Minor traveller's car, a shooting brake style with a rear seat which folds to provide a very generous amount of luggage space. In this car the luggage capacity is formidable even when the rear seat is in use. The exterior is panelled in aluminium from the driving compartment to the back, and the body frame is of polished ash.

There are two Oxfords, one with left-hand drive, and a solitary Six keeps the colours of the largest model flying.

#### Specification

**Minor, Series II:** 4-cyl, 58 x 76 mm (2.28 x 2.99 in), 800 c.c. (50 cu in); o.h.v.; compression ratio, 7.2 to 1; 30 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, Saloon, 5.375, 9.03, 13.91 and 21.985 to 1; Traveller's car, 5.286, 8.88, 13.69 and 21.618 to 1); central control. Suspension, independent front, torsion bar;  $\frac{1}{2}$ -elliptic rear. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase, 7ft 2in (218.5 cm); widest track, front, 4ft 2in (128.4 cm); overall length, 12ft 4in (376 cm); Traveller's car, 12ft 5in (379 cm); width, 5ft 1in (155 cm); height, Saloon, 5ft (152.4 cm); Traveller's car, 5ft 0in (153.7 cm); ground clearance, 6in (17.1 cm). Turning circle, 33ft (1,006 cm). Weight (approx.), Saloon, 1,736 lb (789 kg); Traveller's car, 1,848 lb (840 kg).

Tank capacity, 5 Imperial gallons (22.7 litres). Tyre size, 5.00—14in. Battery, 12-volt, 38 a/h. List price: 2-door saloon £373; 4-door £395; tourist £373; Traveller's car £422 10s; de luxe £438 10s.

**Oxford, Series MO:** 4-cyl, 73.5 x 87 mm (2.894 x 3.425 in), 1,477 c.c. (90 cu in); side valves; compression ratio, 6.6 to 1; 41 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.875, 7.342, 10.983 and 18.559 to 1); steering column control. Suspension, independent front, torsion bar;  $\frac{1}{2}$ -elliptic rear. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 8ft 1in (246.4 cm); widest track, front, 4ft 5in (135.9 cm). Overall length, 13ft 9in (420.3 cm); width, 5ft 5in (165 cm); height, 5ft 4in (162.56 cm); ground clearance, 6in (17.1 cm). Turning circle, 37ft (1,128 cm). Weight (approx.), 2,408 lb (1,095 kg).

Tank capacity, 9 Imperial gallons (41 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h. List price: saloon £499 10s; Traveller's car £524.

**Six, Series MS:** 6-cyl, 73.5 x 87 mm (2.894 x 3.425 in), 2,215 c.c. (135 cu in); o.h.v.; compression ratio, 6.6 to 1; 70 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.555, 6.586, 10.248 and 14.642 to 1); steering column control. Suspension, independent front, torsion bar;  $\frac{1}{2}$ -elliptic rear. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 9ft 2in (279.4 cm); widest track, front, 4ft 6in (137 cm). Overall length, 14ft 9in (450 cm); width, 5ft 6in (168 cm); height, 5ft 3in (161 cm); ground clearance, 7in (18 cm). Turning circle, 41ft (1,257 cm). Weight (approx.), 2,912 lb (1,320 kg).

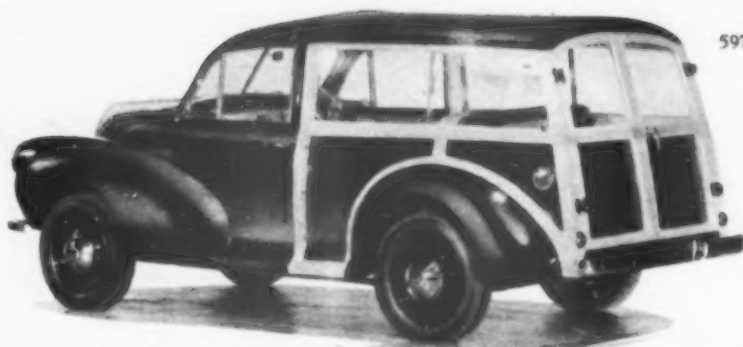
Tank capacity, 12 Imperial gallons (54 litres). Tyre size, 6.00—15in. Battery, 12-volt, 51 a/h. List price: saloon £595.

## NASH

Nash Concessionaires, Ltd.,  
Nash Street, Albany Street, London, N.W.1

**PININ FARINA**, the famous Italian coachwork designer, has been responsible for styling the Nash range, but although his influence is easily seen the cars remain more American than Italian looking in appearance. This firm makes one of the United States' few fairly small cars, the Rambler, but it has a number of different bodies, some of which are of the size usually associated with Detroit. Three transmissions are available, including Hydra-Matic, and there are two engine sizes.

The biggest Nash range has the title of Airflyte, and includes the Ambassador and Statesman. These are big cars with power-assisted steering as an extra. A 4.1-litre engine is used. The Airflyte body style is of the "hard top" type, with a wide rear window wrapping round into the sides of the car. One of the useful features of Nash cars is that the front seats fold to make a bed in conjunction with the seats



An attractive and useful body style on the Morris Minor is the traveller's car, just introduced. This is a station wagon type of vehicle.

at the rear, a design feature which might well be copied, at least as an extra, by other manufacturers.

#### Specification

**Rambler:** 6-cyl, 79.4 x 101.6 mm (3.125 x 4in), 3,019 c.c. (184 cu in); side valves; compression ratio, 7.25 to 1; 85 b.h.p. at 3,800 r.p.m.; 3 speeds, with overdrive (overall ratios, OD, 7.2 and 11.6 to 1); steering column control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Lockheed-Bendix, hydraulic; leading and trailing, front and rear.

Wheelbase: 8ft 4in (254 cm); widest track, rear, 4ft 5in (134.94 cm). Overall length, 14ft 10in (452.74 cm); width, 6ft 1in (186.7 cm); height, 4ft 11in (149.86 cm); ground clearance, 7in (20 cm). Turning circle, 45ft (1,372 cm). Weight (approx.), 2,575 lb (1,170 kg).

Tank capacity, 16 Imperial gallons (75 litres). Tyre size, 6.40—15in. Battery, 6-volt, 90 a/h.

**Statesman:** 6-cyl, 79.4 x 108 mm (3.125 x 4.25in), 3,209 c.c. (195.6 cu in); side valves; compression ratio, 7.45 to 1; 100 b.h.p. at 3,800 r.p.m.; 3 speeds, with overdrive (overall ratios, OD, 7.9 and 12.68 to 1); steering column control. Suspension, independent front; coil springs front and rear. Brakes, Lockheed-Bendix, hydraulic; leading and trailing front and rear.

Wheelbase: 9ft 6in (290 cm); widest track, rear, 4ft 11in (150.54 cm). Overall length, 16ft 10in (514 cm); width, 6ft 6in (198 cm); height, 5ft 1in (155.58 cm); ground clearance, 7in (19 cm). Turning circle, 45ft (1,394 cm). Weight (approx.), 3,040 lb (1,382 kg).

Tank capacity, 16 Imperial gallons (75 litres). Tyre size, 6.70—15in. Battery, 6-volt, 90 a/h.

**Ambassador:** 6-cyl, 88.9 x 111.1 mm (3.5 x 4.375in), 4,138 c.c. (252.6 cu in); o.h.v.; compression ratio, 7.3 to 1; 120 b.h.p. at 3,400 r.p.m.; 3 speeds, with overdrive (overall ratios, OD, 6.82 and 11.3 to 1); steering column control. Suspension, independent front; coil springs front and rear. Brakes, Lockheed-Bendix, hydraulic; leading and trailing front and rear.

Wheelbase: 10ft 1in (308 cm); widest track, rear, 5ft 0in (153 cm). Overall length, 17ft 5in (531.54 cm); width, 6ft 6in (198 cm); height, 5ft 2in (158 cm); ground clearance, 8in (20.32 cm). Turning circle, 47ft (1,460 cm). Weight (approx.), 3,480 lb (1,582 kg).

Tank capacity, 16 Imperial gallons (75 litres). Tyre size, 7.10—15in. Battery, 6-volt, 90 a/h.

No prices quoted.

## OLDSMOBILE

General Motors, Ltd.,  
23, Buckingham Gate, London, S.W.1

**THREE** Oldsmobiles are on show, a Series 98 de luxe four-door saloon, and a Super four-door saloon and coupé of the Series 88. The four-door saloons are very similar in exterior appearance and are attractive, but the 88 is actually 4in shorter in the wheelbase. All the cars are powered by a 5-litre engine giving 160 b.h.p. It has a compression ratio of 8 to 1. Hydra-Matic transmission is available as an optional extra, and all three models are credited with 100 m.p.h. by the manufacturers.

The Holiday coupé is similar to the other cars, but the two-door style and the use of a light colour for the roof give it a gay appearance in keeping with its name. Despite extremely massive bumpers which give a rather heavy appearance at the front, a graceful line is achieved on all models.

#### Specification

**Series 88 Super:** 8-cyl, 95.25 x 87.31 mm (3.75 x 3.434in), 4,970 c.c. (303 cu in); o.h.v.; compression ratio, 8 to 1; 165 b.h.p. at 3,600 r.p.m.; 4 speeds, Hydra-Matic fluid coupling (overall ratios, 3.2, 4.64, 8.429 and 12.22 to 1); steering column control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Bendix, duo-servo hydraulic front and rear.

Wheelbase: 10ft (305 cm); widest track, 4ft 11in (150 cm). Overall length, 17ft (518.2 cm); width, 6ft 4in (195.44 cm); height, 5ft 3in (161.61 cm); ground clearance, 8in (20.64 cm). Turning circle, 42ft (1,293 cm). Weight (approx.), 3,704 lb (1,683 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 7.60—15in. Battery, 12-volt, 70 a/h.

**Series 98:** Specification as for Series 88, except for—Overall ratios, 3.4, 4.93, 6.955 and 12.985 to 1. Wheelbase: 10ft 4in (313 cm); widest track, 4ft 11in (150 cm). Overall length, 17ft 11in (546 cm); width, 6ft 4in (195.44 cm). Turning circle, 43ft (1,311 cm). Weight (approx.), 3,815 lb (1,734 kg).

No prices quoted.

## PACKARD

# 155

Leonard Williams and Co. (1948), Ltd.,  
Great West Road, Brentford, Middlesex

IT is accepted that the U.S.A. Packard company challenges Cadillac for pre-eminence in the American car world. Whether or not they achieve this target, their cars are out of the ordinary and their best is consequently expensive. Considerable improvements have been made recently, and American visitors to the Show are likely to take special interest in this display of their own country's products.

The most impressive exhibit, and certainly the biggest, is the Pan-American, and keeping company with it are three Clippers and an interesting sectioned Ultramatic hydraulic transmission. All the engines are L-head straight eights and on the two most expensive models the Ultramatic is standard equipment. Power steering is one of the optional extras. The complete Packard range includes eight cars, four in the Packard range and four Packard Clippers. The Packard range is the more expensive one.

#### Specification

**Clipper Sportster:** 8-cyl, 88.9 x 95.2 mm (3.50 x 3.75in), 4,720 c.c. (288 cu in); side valves; compression ratio, 7.7 to 1; 150 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 5.957 and 9.467 to 1); steering column control; hydraulic torque converter optional. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Lockheed-Bendix, hydraulic; leading and trailing front and rear.

Wheelbase: 10ft 2in (309.88 cm); widest track, rear, 5ft 0in (152.4 cm). Overall length, 17ft 9in (543 cm); width, 6ft 6in (198 cm); height, 5ft 2in (158.8 cm); ground clearance, 7in (19 cm). Turning circle, 43ft (1,311 cm). Weight (approx.), 3,885 lb (1,766 kg).

Tank capacity, 17 Imperial gallons (77.28 litres). Tyre size, 7.60—15in. Battery, 6-volt, 100 a/h.

**Clipper de Luxe and Mayfair:** 8-cyl, 88.9 x 108 mm (3.50 x 4.25in), 5,360 c.c. (327 cu in); side valves; compression ratio, 8 to 1; Clipper, 160 b.h.p. at 3,600 r.p.m.; Mayfair, 180 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 5.957 and 9.467 to 1); steering column control; hydraulic torque converter optional. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Lockheed-





# Cars - Stand to Stand

Bendix, hydraulic; leading and trailing front and rear.

Wheelbase: 10ft 2in (309.88 cm); widest track, rear, Clipper, 5ft 0 1/2 in (154.2 cm); Mayfair, 5ft 1 1/2 in (155.5 cm). Overall length, 17ft 9in (543 cm); width, 6ft 6in (198 cm); height, Clipper, 5ft 2 1/2 in (158.8 cm); Mayfair, 5ft 2in (157.48 cm); ground clearance, Clipper, 7 1/2 in (19 cm); Mayfair, 8in (20.2 cm). Turning circle, 43ft (1,311 cm). Weight (approx.), Clipper, 3,885 lb (1,766 kg); Mayfair, 4,120 lb (1,873 kg).

Tank capacity, 17 Imperial gallons (77.28 litres). Tyre size, Clipper, 7.00—15in; Mayfair, 8.00—15in. Battery, 6-volt, 100 a/h.

Cavalier and Patrician: Specification as for Mayfair, except for:—Patrician, Ultramatic torque converter only.

Wheelbase: 10ft 7in (322.58 cm). Overall length, 18ft 3in (556.22 cm); height, Cavalier, 5ft 3in (160 cm); Patrician, 5ft 9in (175.26 cm). Turning circle, 45ft (1,372 cm). Weight (approx.), Cavalier, 4,120 lb (1,873 kg); Patrician, 4,190 lb (1,905 kg).

Executive and Corporation: Specification as for Mayfair, except for:—overall ratios 4.1, 6.273 and 9.963 to 1.

Wheelbase: 12ft 5in (378.5 cm). Overall length, 20ft (609.6 cm); height, 5ft 2 1/2 in (158.8 cm). Turning circle, 53ft (1,615 cm). Weight, not available.

No prices quoted.

## PANHARD

166

Panhard and Levassor, Soc. des Anciens Etabl., 19, Ave. d'Ivry, Paris, 13

WITH the introduction of the Dyna 54 and its first appearance at Earls Court, the visitor with an interest in technical innovation is bound to make a point of visiting this stand. For the Dyna 54 has but an 850 c.c. engine, yet the car seats five and even six people and has a remarkably good performance by almost any standards.

The design has already been fully described in *The Autocar*, and it bristles with interesting features. The engine is a flat-twin, air cooled, which drives the front wheels. Unit construction is used for the body-chassis assembly and wide use of aluminium and light alloys in general has kept the weight to an absolute minimum. High cruising speed with real economy has been the aim in the design of this roomy car, and by all accounts it has been achieved.

Panhard are also showing the car which won the Le Mans race on handicap this year. Their victory emphasizes the car's special abilities. Completing the display is the familiar Junior cabriolet, a two-seater sporting car with a very smooth body shape of low overall height.

### Specification

Dyna 54: 2-cyl, 85 × 75 mm (3.346 × 2.953in), 850 c.c. (52 cu in); o.h.v.; compression ratio, 7.2 to 1; 42 b.h.p. at 5,000 r.p.m.; 4 speeds, with over-

drive, synchromesh (overall ratios, 4.7, 6.14, 9.164 and 16.15 to 1); steering column control. Suspension, independent front, transverse springs; torsion bar rear. Brakes, Bendix, hydraulic front and rear.

Wheelbase: 8ft 5in (257 cm); widest track, 4ft 3in (130 cm). Overall length, 15ft 3in (457.5 cm); width, 5ft 3in (160 cm); height, 4ft 8in (145 cm); ground clearance, 8in (20 cm). Turning circle, 31 1/2 ft (950 cm). Weight (approx.), 1,386 lb (630 kg).

Tank capacity, 8 1/2 Imperial gallons (40 litres). Tyre size, 145—400. Battery, 12-volt, 40 a/h.

Junior: Specification as for Dyna 54, except for:—Facia board gear control.

Wheelbase: 6ft 11in (213 cm); widest track, 4ft (122 cm). Overall length, 12ft 3in (370 cm); width, 5ft (152.4 cm); height, 4ft 3in (130 cm); ground clearance, 6 1/2 in (16.51 cm). Turning circle, 28 1/2 ft (860 cm). Weight (approx.), 1,397 lb (635 kg). Tank capacity, 6 1/2 Imperial gallons (30 litres). Tyre size, 135—400 or 145—400.

No prices quoted.

## PEGASO

117

Harold Radford and Co., Ltd., Melton Court, South Kensington, London, S.W.7

THIS most intriguing sports car from Spain is making its second appearance at Earls Court. Further interest in it is aroused by the news that the 2.8-litre supercharged model recently covered the flying kilometre at 151.0 m.p.h. Three versions of the Type 102 are available, there being the B2.5 with a 2.5-litre engine, the B2.8 having a slightly larger bore giving a capacity of 2.8 litres, and the BS2.8, which has the 2.8-litre engine, fitted with a supercharger and developing 250 b.h.p. at 6,500 r.p.m. Twin overhead camshafts are common to all three V-eight engines and five-speed gear boxes are fitted. Front wheel suspension is independent with torsion bars and wishbones, while a de Dion axle in conjunction with torsion bars is employed at the rear. A ZF-type differential is used on all models, and the brake lining area is the very generous one of 188.4 sq. in.

A chassis of this type and performance naturally attracts some outstanding coachwork; Carrozzeria Touring, of Italy, have designed what is described as the Thrill Berlinetta, which is an aerodynamic enclosed two-seater, having, in spite of its extremely low build, very good visibility.

### Specification

2.5-litre: 8-cyl, 75 × 70 mm (2.95 × 2.76in), 2,472 c.c. (150.5 cu in); twin o.h.v.; compression ratio, 8.5 or 9 to 1; 165 b.h.p. at 6,500 r.p.m.; 5 speeds, synchromesh (overall ratios, 3.7, 4.375, 5.29, 7.88 and 13.175 to 1); central control. Suspension, independent front, torsion bar; de Dion rear axle. Brakes, Lockheed; hydraulic front and rear.

Wheelbase: 7ft 8in (234 cm); widest track, 4ft 3in (129.54 cm). Overall length, 13ft 4in (406.36 cm); width, 5ft 4in (162.56 cm); height, 4ft 2in (127 cm); ground clearance, 6 1/2 in (16 cm). Turning circle, 30 1/2 ft (930 cm).

Tank capacity, 26 1/2 Imperial gallons (120 litres).

Tyre size, 5.50—16in. Battery, 12-volt.

2.8-litre: 8-cyl, 80 × 70 mm (3.14 × 2.76in), 2,816 c.c. (171.5 cu in); o.h.v.; compression ratio, 7.8, 8.2 or 8.8 to 1; supercharged model, 6.5, 7 or 7.5 to 1; 170 b.h.p. at 6,300 r.p.m.; supercharged model, 250 b.h.p. at 6,500 r.p.m.; 5 speeds, synchro-

mesh (overall ratios, 3.78, 4.36, 5.82, 8.50 and 13.09 to 1); central control. Suspension, independent front, torsion bars; de Dion rear axle. Brakes, Lockheed hydraulic front and rear.

Wheelbase: 7ft 8in (234 cm); widest track, 4ft 4in (132 cm); supercharged model, 4ft 3in (129.54 cm). Overall length, 13ft 6in (411 cm); width, 5ft 3in (160 cm); height, 4ft 3in (129.54 cm); ground clearance, 6 1/2 in (16 cm). Turning circle, 31ft (945 cm). Weight (approx.), 2,178 lb (990 kg); supercharged model, 2,332 lb (1,060 kg).

Tank capacity, 22 Imperial gallons (100 litres). Tyre size, 6.00—16in; supercharged model, 6.50—16in. Battery, 12-volt.

No price quoted.

## PEUGEOT

169

Tom Knowles, 19, Brick Street, London, W.1

FOR many years this long-established marque has been a firm favourite of the people of France and of those of other countries, for that matter. Peugeot is once again in the news by virtue of its outstanding success in the recent arduous 6,500-mile trial in Australia, of which a Type 203 saloon was declared the outright winner. The 203 Peugeot is a ruggedly built car of the chassisless construction type with a four-cylinder o.h.v. engine of 1,290 c.c. The four-speed gear box has direct drive on third, and fourth speed is geared up, which enables high-speed cruising to be maintained. Suspension is by coil springs front and rear.

Four Type 203 saloons, two in black, one in light grey and the fourth in R.A.F. blue, are on the stand, and only minor modifications have taken place since last year. Heating and de-misting equipment is standard and stronger bumpers of stainless steel are now fitted. The petrol tank filler is concealed within the wing, while the rear window is larger than previously, giving better rear visibility.

### Specification

Type 203: 4-cyl, 75 × 73 mm (2.86 × 2.95in), 1,290 c.c. (77.40 cu in); o.h.v.; compression ratio, 7 to 1; 42 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.38, 5.75, 8.85 and 19.78 to 1); steering column control. Suspension, independent front, coil springs front and rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft 3in (434.32 cm); width, 5ft 3 1/2 in (161.93 cm); height, 5ft (152.4 cm); ground clearance, 7in (18 cm). Turning circle, 30 1/2 ft (926 cm). Weight (approx.), 2,037 lb (924 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 155—400 mm. Battery, 12-volt, 75 a/h. List price: 4-door saloon £695.

## PLYMOUTH

163

Chrysler Motors, Ltd., Mortlake Road, Kew Gardens, Surrey

THE Plymouth Savoy four-door saloon shown this year as part of the Chrysler exhibit is slightly longer than last year's

Packard's Pan-American is one of the most unusual cars in the Show. Despite its size, the use of chromium is confined to the functional items of equipment, and is not used for ornamentation.





models. The interior of the car has the spaciousness associated with cars built in the U.S.A. Small detail modifications have taken place, while power-assisted steering is now available as an optional extra. The six-cylinder engine remains basically the same and the front suspension is by coil springs and wishbones.

#### Specification

**Cambridge P24-1 and Cranbrook P24-2:** 6-cyl, 82.55 x 111.1 mm (3.25 x 4.375 in), 3,569 c.c. (218 cu in); side valves; compression ratio, 7 to 1; 100 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.73, 6.714 and 9.586 to 1); (with overdrive, overall ratios, 4.1, 6.7 and 10.537 to 1); steering column control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 9ft 6in (289.54 cm); widest track, 4ft 10 $\frac{1}{2}$ in (149 cm). Overall length, 15ft 9 $\frac{1}{2}$ in (480.38 cm); width, 6ft 1 $\frac{1}{2}$ in (186 cm); height, 5ft 1 $\frac{1}{2}$ in (156.85 cm); ground clearance, 7 $\frac{1}{2}$ in (18.1 cm). Turning circle, 39ft (1.189 cm). Weight (approx.), 3,020 lb (1,373 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 6.70-15in. Battery, 6-volt, 100 a.h.

No price quoted.

## PONTIAC

121

U.S. Concessionaires, Ltd.,  
8, Jubilee Place, London, S.W.3

**THE** Pontiac Series 25 Chieftain, of which four examples are shown, is fitted with a six-cylinder side valve engine of 3,921 c.c. developing 113 b.h.p. Suspension is by coil springs at the front and half-elliptics at the rear. The Catalina coupé as shown is fitted with Hydra-Matic transmission, giving two separate gear ranges, one being suitable for congested traffic conditions and the other for cruising. Power-assisted steering actuated by an hydraulic system is also fitted to the Catalina, which has a two-door body with large window area.

The Chieftain four-door saloons are similar in specification to the coupé with the exception of the Hydra-Matic transmission and power-assisted steering, which is optional equipment. There is a wide range of colour schemes to choose from, with matching upholstery in nylon fabric.

#### Specification

**Chieftain, Series 25:** 6-cyl, 90.5 x 101.6 mm (3.558 x 4 in), 3,921 c.c. (239 cu in); side valves; compression ratio, 7 to 1; 115 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 6.8 and 10.9 to 1); optional Hydra-Matic dual range fluid coupling; steering column control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, hydraulic duo-servo front and rear.

Wheelbase: 10ft 2in (309.88 cm); widest track, 4ft 11 $\frac{1}{2}$ in (151.45 cm). Overall length, 16ft 10 $\frac{1}{2}$ in (515.5 cm); width, 6ft 4in (192.2 cm); height, 5ft 3 $\frac{1}{2}$ in (160.66 cm); ground clearance, 6 $\frac{1}{2}$ in (16.5 cm). Turning circle, 40 $\frac{1}{2}$ ft (1,229 cm). Weight (approx.), 3,389 lb (1,540 kg).

Tank capacity, 16 $\frac{1}{2}$  Imperial gallons (74 litres). Tyre size, 7.10-15in. Battery, 6-volt, 100 a.h.

No price quoted.

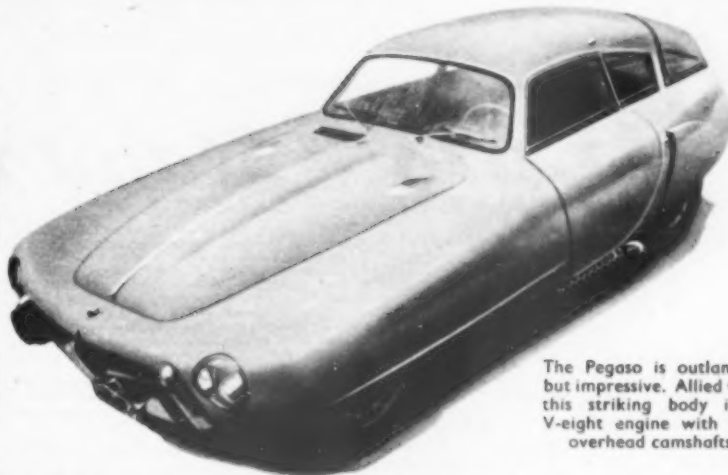
## PORSCHE

144

Colborns Garage, Ltd., Ripley, Surrey

**ALTHOUGH** the 1 $\frac{1}{2}$ -litre Porsche is one of those cars which might be said to have a limited appeal, its very appearance attracts attention, and its fine aerodynamic coachwork gives an indication of its high performance. In a generally unconventional layout, a rear mounted flat four-cylinder air-cooled engine drives through a four-speed all-synchromesh gear box, with independent torsion bar suspension front and rear. The car is a development from the Volkswagen, some parts of which are used in the construction of the Porsche.

Two models are shown, one a drop-head coupé and the other having a fixed-head body. The 1 $\frac{1}{2}$ -litre Super model, which is also on the stand, is identical with the car which won the Alpine Trial this year. Its engine has roller bearing big-ends and a



The Pegaso is outlandish but impressive. Allied with this striking body is a V-eight engine with four overhead camshafts.

compression ratio of 8.2 to 1, 70 b.h.p. being produced at 5,000 r.p.m.

The general finish and workmanship are of a high standard, with two well-upholstered seats in front and "occasional" seats in the rear compartment, or, if so desired, additional space for luggage.

#### Specification

**1500:** 4-cyl, 80 x 74 mm (3.15 x 2.91 in), 1,488 c.c. (90.73 cu in); o.h.v.; compression ratio, 7 to 1; 55 b.h.p. at 4,400 r.p.m.; Super, 70 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.57, 4.94, 7.7 and 13.91 to 1); central control. Suspension, independent front and rear, torsion bars. Brakes, hydraulic; two-leading shoe front.

Wheelbase: 6ft 11in (210.84 cm); widest track, front, 4ft 2 $\frac{1}{2}$ in (128.9 cm). Overall length, 12ft 11 $\frac{1}{2}$ in (395.64 cm); width, 5ft 5 $\frac{1}{2}$ in (167 cm); height, 4ft 3 $\frac{1}{2}$ in (130.18 cm); ground clearance, 6 $\frac{1}{2}$ in (15.88 cm). Turning circle, 33ft (1,006 cm). Weight (approx.), 1,684 lb (765.4 kg).

Tank capacity, 12 Imperial gallons (54.55 litres). Tyre size, 5.00-16in. Battery, 6-volt, 75 a.h.

List price: saloon £1,120 8s; convertible £1,238 5s; Super saloon £1,235 15s; Super convertible £1,344 13s.

## RENAULT

152

Renault, Ltd., Western Avenue, London, W.3

**THREE** examples of the well-known 750 Renault are on this stand, together with two 2-litre saloons, one having a sliding roof, and a 2-litre drop-head coupé.

The 2-litre Frégate saloon, now available in Great Britain, is of unit construction with independent coil spring suspension front and rear. The almost square engine (85 x 88 mm) and the overdrive top gear are designed to give effortless high-speed cruising.

The 750 is well worth studying, especially in view of the growing interest in cars of this size. Fitted with a rear mounted four-cylinder o.h.v. engine developing 21 b.h.p. at 5,000 r.p.m., this Renault, like the larger 2-litre model, is of chassisless construction, with front and rear independent suspension by coil springs. An aluminium cylinder-head is standard and detachable wet cylinder liners

are employed. An interesting feature of this small car is the way in which the engine and rear suspension unit can be removed as a whole from the frame.

Latest modifications to the 750 include a more efficient heating system, a radiator blanking screen operated from the driving seat, a water temperature thermometer, transfer of the battery to the engine compartment and re-positioning of the spare wheel to increase luggage space. A new type of seating is employed which allows more room for passengers.

Apart from the saloon models of the 750, there is also a convertible type body with a folding canvas roof, and also on the stand are exhibits of the 750 engine and gear box unit and the front suspension unit, these being pedestal mounted to simplify examination.

#### Specification

**750:** (rear engine), 4-cyl, 54.5 x 80 mm (2.15 x 3.15 in), 748 c.c. (45.63 cu in); o.h.v.; compression ratio, 7.25 to 1; 21 b.h.p. at 5,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.05, 8.72 and 17.4 to 1); central control. Suspension, independent front and rear, coil springs. Brakes, Bendix-Lockheed, hydraulic front and rear.

Wheelbase: 6ft 10in (208 cm); widest track, 3ft 11 $\frac{1}{2}$ in (120.65 cm). Overall length, 11ft 10in (360.7 cm); width, 4ft 8 $\frac{1}{2}$ in (144 cm); height, 4ft 9in (144.78 cm); ground clearance, 7 $\frac{1}{2}$ in (18.32 cm). Turning circle, 26 $\frac{1}{2}$ ft (808 cm). Weight (approx.), 1,232 lb (560 kg).

Tank capacity, 6 Imperial gallons (27.28 litres). Tyre size, 5.20-15in. Battery, 6-volt, 85 a.h.

List price: saloon £430; sliding roof saloon £442; drop-head coupé £545.

**2-litre:** 4-cyl, 85 x 88 mm (3.35 x 3.46 in), 1,996 c.c. (121.8 cu in); o.h.v.; compression ratio, 6.6 to 1; 58 b.h.p. at 4,000 r.p.m.; 3 speeds and overdrive, synchromesh (overall ratios, OD (4.08), 5.63, 8.35 and 15.45 to 1); steering column control. Suspension, independent front and rear, coil springs. Brakes, Bendix-Lockheed, hydraulic front and rear.

Wheelbase: 9ft 2 $\frac{1}{2}$ in (279.63 cm); widest track, 4ft 7 $\frac{1}{2}$ in (140 cm). Overall length, 15ft 5in (469.9 cm); width, 5ft 8in (172.72 cm); height, 5ft 0 $\frac{1}{2}$ in (153 cm); ground clearance, 6 $\frac{1}{2}$ in (17.15 cm). Turning circle, 32ft (975 cm). Weight (approx.), 2,800 lb (1,273 kg).

Tank capacity, 13 Imperial gallons (59 litres). Tyre size, 6.40-15in. Battery, 6-volt, 90 a.h.

List price: saloon £893; sliding roof saloon £910.

Germany's Porsche is attracting visitors, the achievements of the marque in competitions having preceded its showing at Earls Court.





# Cars - Stand to Stand

## RILEY

Riley Motors, Ltd., Cowley, Oxford

125

THE new 2½-litre Riley, which has been christened the Pathfinder, is likely to prove an acclaimed successor to the previous model of this size. The contours of the new body are most attractive, aided by the deeply sloping curved windscreen. The gear lever has been moved to the right-hand side and the hydraulic brakes are now servo assisted. It will be noticed that the thickly upholstered bench-type front seat with its central folding arm-rest has been cut away on the right side to allow free movement for the gear lever, which does not get in the way. Instruments are now grouped in front of the driver, with control switches on both sides of the steering column and the lighting and screenwiper switches placed separately where they can readily be "found." There is a large capacity luggage locker under which the spare wheel is housed in a separate compartment. The interior finish is typical of good quality British coachwork.

Several detail modifications have been made to the sturdy four-cylinder engine, which, however, remains basically unaltered. The crankcase has been stiffened up by a central web which supports the centre main bearing and the engine mounting has been modified to reduce torque effects. Non-independent coil spring suspension has been adopted at the rear, torsion bars being retained in front.

The 1½-litre model remains basically the same, but the front and rear wing lines have been altered in detail, while detachable panels have been added to the rear wings. The separate front seats are upholstered in leather, as is the back seat, which has a wide central arm-rest. A heating unit is standard.

### Specification

**1½-litre:** 4-cyl, 69 x 100 mm (2.72 x 3.937 in), 1,496 c.c. (91.25 cu in); o.h.v.; compression ratio, 6.8 to 1; 55 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.125, 7.585, 11.736 and 20.372 to 1); central control. Suspension, independent front, torsion bar; j-elliptic rear. Brakes, hydraulic; two-leading shoe front, leading and trailing rear. Wheelbase: 9ft 4½in (285.8 cm); widest track, rear, 4ft 4½in (132.7 cm). Overall length, 14ft 11in (455 cm); width, 5ft 3½in (161.3 cm); height, 5ft 1in (154.94 cm); ground clearance, 7½in (19 cm). Turning circle, 30ft (914 cm). Weight (approx.), 2,912 lb (1,324 kg).

Tank capacity, 12½ Imperial gallons (56.8 litres). Tyre size, 5.75-16in. Battery, 12-volt, 51 a/h. List price: saloon £850.

**Pathfinder:** 4-cyl, 80.5 x 120 mm (3.169 x 4.724 in), 2,443 c.c. (149 cu in); o.h.v.; compression ratio, 6.79 to 1; 102 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.1, 5.88, 8.446 and 13.59 to 1); right-hand control. Suspension, independent front, torsion bar; coil springs rear. Brakes, hydraulic, vacuum servo; two-leading shoe front, leading and trailing rear.

Wheelbase: 9ft 5½in (288.27 cm); widest track, rear, 4ft 6½in (138.43 cm). Overall length, 15ft 3in (464.82 cm); width, 5ft 7in (170 cm); height, 5ft 1½in (152.4 cm); ground clearance, 7in (18 cm).

Tank capacity, 13 Imperial gallons (59 litres). Tyre size, 6.70-16in. Battery, 12-volt, 63 a/h. List price: saloon £975.

## ROLLS-ROYCE

Rolls-Royce, Ltd., 14-15, Conduit Street, London, W.1

170

FOUR cars seen on this stand include two Silver Wraith limousines, a Silver Wraith touring saloon with a green colour scheme, and a sports saloon with the manufacturer's coachwork on a Silver Dawn chassis. These cars are fitted with the Rolls-Royce-built automatic gear box, which is now available as an alternative to the synchromesh box on cars for the home market. In conjunction with a fluid coupling, gear changes are carried out automatically, a selector lever, which, broadly, is used only when starting, being mounted beneath the steering wheel.

This transmission greatly simplifies driving, and the clutch pedal is, of course, eliminated. At the same time, a certain amount of manual control over the gear box is available.

Finish and appointments of the coachwork, as always on Rolls-Royce cars, are of the highest possible standard, and the examples shown must be seen even if one is only window-shopping.

The touring limousine in maroon with golden beige leather upholstery has a razor-edge body with accommodation for five. The thin lines of the windscreen and roof blend well with the long sweep of the front and rear wings. The Silver Dawn is slightly smaller in overall size than the Wraith, although it has the same 4½-litre six-cylinder engine, and is primarily for the owner-driver; it is now available for the first time on the home market.

### Specification

**Silver Wraith:** 6-cyl, 92 x 114 mm (3.622 x 4.50in), 4,566 c.c. (279 cu in); overhead inlet, side exhaust valves; compression ratio, 6.4 to 1; 4 speeds, synchromesh (overall ratios, short wheelbase, 3.73, 5.0, 7.52 and 11.11 to 1; long wheelbase, 4.25, 5.71, 8.52 and 12.74 to 1); right-hand or steering column control. Hydraulic transmission, alternatively (overall ratios, short wheelbase, 3.73, 5.4, 9.82 and 14.23 to 1; long wheelbase, 4.25, 6.15, 11.2 and

16.26 to 1). Suspension, independent front, coil springs; j-elliptic rear. Brakes, hydraulic front, mechanical rear; servo assisted, leading and trailing.

Wheelbase: 10ft 7in (322.58 cm); long wheelbase, 11ft 1in (338 cm); widest track, rear, short wheelbase, 4ft 11½in (151.9 cm), or 5ft 0½in (154.46 cm); long wheelbase, 5ft 4in (162.56 cm). Turning circle, short wheelbase, 43½ft (1,324 cm); long wheelbase, 45½ft (1,385 cm). Specialist coachwork only available.

Tank capacity, 18 Imperial gallons (81.83 litres). Tyre size, short wheelbase and track, 6.50-17in; short wheelbase, wide track, 7.50-16in; long wheelbase, 7.50-16in. Battery, 12-volt, 55 a/h.

List price: chassis £2,445; Park Ward saloon £4,545; Hooper limousine £4,695; H. J. Mulliner limousine £4,715; Park Ward limousine £4,720; Hooper limousine £4,720; James Young saloon £4,895.

**Silver Dawn:** Specification as for Silver Wraith, except for:—Wheelbase, 10ft (304.8 cm); widest track, rear, 4ft 10½in (148.59 cm). Overall length 10ft 9in (308 cm); width, 5ft 10in (175.26 cm); height 5ft 6in. Turning circle, 41½ft (1,255 cm). Tyre size, 6.50-16in.

List price: chassis £2,420; sports saloon £3,250; Park Ward drop-head coupé £4,430.

## ROVER

Rover Co., Ltd., Lode Lane, Solihull, Birmingham

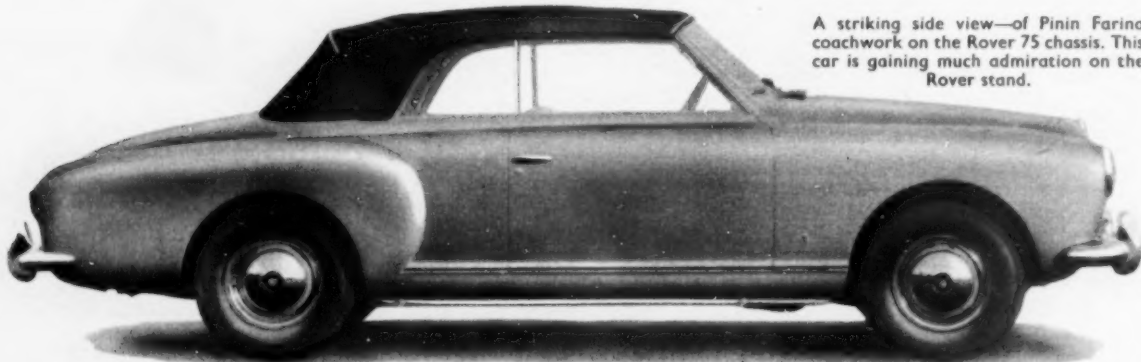
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THROUGHOUT its career the Rover 75 saloon has enhanced the reputation of the marque for excellent workmanship, modern but restrained lines, and reliability which can be achieved only by attention to details.

Two new models are introduced, the 2-litre four-cylinder and 2½-litre six-cylinder saloons, both of which follow the very successful 75 in general specification and bodywork. Examples on show include a 60 chassis, 60 and 75 saloons, together with two 90 saloons, and the very interesting 90 engine. An added surprise attraction on this stand is the very beautiful four-seater drop-head coupé by Pinin Farina on a 75 chassis. This car, with its deep red leather upholstery and absence of unnecessary ornamentation, is one of the highlights of the Show.

The three engines are of the same basic design, with overhead inlet and side exhaust valves. The face of the cylinder head is flat and the combustion chamber is formed in the cylinder block, thus providing good cooling of the exhaust valves and also allowing large diameter inlet valves to be used. The gear lever has been removed from the steering column and is now centrally placed. There are only four grease-gun points on the chassis, all being on the propeller-shaft.

Detail modifications to the body include separate side lamps on top of the wings, while the tool tray is now placed below the fascia locker. A windscreen washer is standard on the 75 and 90.



A striking side view—of Pinin Farina coachwork on the Rover 75 chassis. This car is gaining much admiration on the Rover stand.

THE PEDIGREE CAR WITH THE JET-BRED ENGINE

20 miles to the gallon!  
Top speed 95 m.p.h. !  
120 Brake Horse Power !

Such are the performance figures of the new Armstrong Siddeley Sapphire:  
the performance figures of a very fast car. Yet the Sapphire is  
more than just this. For with this speed is combined remarkable  
elegance, quiet luxury and *amazing fuel economy*—over 20 m.p.g.  
The engine is a new 120 B.H.P., 'square-type'—built on the same  
production lines as the Sapphire jet that powers the world's fastest  
aeroplanes. Special anti-roll bars are fitted front and rear to make  
cornering at high speeds very safe indeed. Gears (either 'synchromesh  
or new "Selectric") are smooth to operate, quick to change.

The lines of the Sapphire sweep gracefully from bonnet to boot. Inside there  
are deep-piled carpets, fine hide upholstery, polished walnut panelling.  
Everything combines to accent great comfort with unobtrusive elegance.

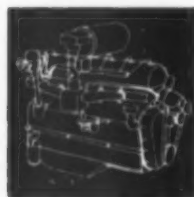
The price is £1,215 plus £507 P.T., total £1,722.  
"Selectric" gearbox £43 extra. At this price, the Sapphire offers you greater  
value than any other car in its class. You will find it at your  
local showroom, ready for your inspection and demonstration drive.

After you have driven it, you too will agree

"There is no finer car on the road today than the Armstrong Siddeley Sapphire."



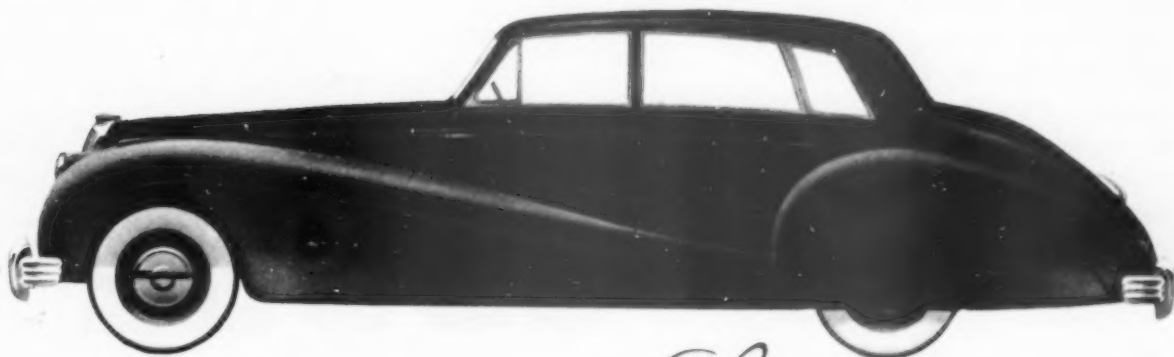
Anti-roll bars  
... for smooth  
cornering.



New 120 B.H.P.  
"Square-type" engine  
—top speed 95 m.p.h.—  
—amazing fuel economy,  
over 20 m.p.g.!



Extra large boot ... holds all  
family's luggage.



ARMSTRONG SIDDELEY

*Sapphire*

38TH INTERNATIONAL MOTOR SHOW, FARES COURT, 21ST-11ST OCTOBER. VISIT STAND NO. 167

MEMBER OF THE HAWKER SIDDELEY GROUP / PIONEER... AND WORLD LEADER



THE LODGE

# Sparking plug Terminal Cover

WITH A BUILT-IN

## TV Interference Suppressor



This ingenious new Lodge Terminal Cover (M.90X) which fits any make of plug, does a DOUBLE job. Not only is it weatherproof and shockproof, not only does it improve starting and add life to the plug, but it prevents interference to television. Another type is the M.90 terminal cover which has all these advantages but is without the built-in suppressor. For those requiring a cover that is absolute 100% watertight under *all* conditions but where the suppressor is not necessary, there are the special all-rubber terminal covers R.90 and R.180—tested and proved under the most exacting circumstances of motor races, trials, scrambles, etc. Ask for these covers at your garage or motor dealer.

*Fit*

# LODGE

## SUPPRESSOR TERMINAL COVERS

**MOTOR SHOW - Stand 243**



## CARS stand to stand

In addition, there is a Land-Rover station wagon, with the new wheelbase of 7ft 2in and having seating for seven passengers; it can be supplied with many items of extra equipment including heater and radio.

### Specification

60: 4-cyl. 77.8 x 105 mm (3.065 x 4.134in), 1,997 c.c. (121.1 cu in); overhead inlet, side exhaust valves; compression ratio, 6.73 to 1; 60 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.3, 5.923, 8.785 and 14.506 to 1); central control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Girling, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 9ft 3in (282 cm); widest track, front, 4ft 4in (132 cm). Overall length, 14ft 10in (458 cm); width, 5ft 5in (167 cm); height, 5ft 3in (161.9 cm); ground clearance, 7in (18 cm). Turning circle,  $\frac{1}{4}$ ft (1.125 cm). Weight (approx.), 3,024 lb (1,374.5 kg).

Tank capacity, 11 $\frac{1}{2}$  Imperial gallons (52 litres). Tyre size, 6.00—15in. Battery, 12-volt, 51 a/h. List price: saloon £820.

75: Specification as for 60, except for: 6-cyl. 65.2 x 105 mm (2.567 x 4.134in), 2,103 c.c. (128.4 cu in); compression ratio, 7.25 to 1; 75 b.h.p. at 4,200 r.p.m. Weight (approx.), 3,184 lb (1,447 kg). List price: saloon £895.

90: Specification as for 75, except for: 73.025 x 105 mm (2.875 x 4.134in), 2,638 c.c. (160.8 cu in); compression ratio, 6.73 to 1; 90 b.h.p. at 4,500 r.p.m. Weight (approx.), 3,184 lb (1,447 kg). List price: saloon £915.

## SIMCA

141

Fiat (England), Ltd., Water Road, Wembley, Middx

THIS French-built car is of unit body-chassis construction and is fitted with a four-cylinder o.h.v. engine of 1,221 c.c. developing 45 b.h.p. at 4,500 r.p.m. Four models are on the stand—two Aronde saloons, a Chatelaine estate car and the new Grande Large model, which is a two-door "hard top" coupé with excellent all-round visibility.

Mechanical changes include adoption of Gemmer steering, which is an American system now being manufactured in France, Armstrong double-acting hydraulic spring dampers, a stronger rear axle casing and a new type of oil control piston ring. The frontal appearance of the cars has been modified by the use of a new grille, while wire spoked wheels are fitted to the Grande Large. The estate car has two wide doors; separate front seats are fitted and the rear bench seat folds forward to give increased luggage accommodation. The tail board can be locked in a horizontal position to allow for over-length loads.

### Specification

Aronde: 4-cyl. 72 x 75 mm (2.83 x 2.95in), 1,221 c.c. (74.48 cu in); o.h.v.; compression ratio, 6.7 to 1; 45 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.77, 7.01, 11.2 and 17.6 to 1); steering column control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: 8ft 0in (244.43 cm); widest track, front, 4ft 0in (123 cm). Overall length, 13ft 4in (406.36 cm); width, 5ft 1in (155.89 cm); height, 4ft 9in (146 cm); ground clearance, 6in (16.5 cm). Turning circle,  $\frac{3}{4}$ ft (1.051 cm). Weight (approx.), 2,100 lb (955 kg).

Tank capacity, 8 $\frac{1}{2}$  Imperial gallons (39.77 litres). Tyre size, 5.50—15in. Battery, 12-volt, 45 a/h. No price quoted.

## SINGER

161

Singer Motors, Ltd., Coventry Road Works, Birmingham, 10

ONLY minor changes have been made to the S.M. 1500 saloon, examples of which are shown in several colour schemes.

Buyers' magnet in a buyers' market—the new Standard Eight, neat, compact and o.h.v. engined. One of the cheapest cars in the London Show.



The well-tried overhead camshaft four-cylinder engine remains as before. The hand brake has been placed in a better position, while lighter operation of the foot controls has been achieved; also, additional air is directed on to the front brake drums by the introduction of air inlet grilles in the front panels. The gear lever has been repositioned, as also have panel switches and indicator lights in the fascia.

Detail changes only have been incorporated in the bodywork of the saloon, chromium flashes being fitted to the front wings, continuing from the centre of the head lamp rim to a point approximately at the centre of the front doors. A duo-tone colour scheme is now offered at a small extra charge.

The SM 1500 Roadster appears with the interesting innovation of a plastic open body, representing the first use of this material for bodywork by a major British manufacturer. Further reference to this development will be found later in this issue.

### Specification

S.M. Roadster: 4-cyl. 73 x 89.4 mm (2.874 x 3.52in), 1,497 c.c. (91.36 cu in); o.h.v.; compression ratio, single carburettor, 7 to 1; twin carburettors, 7.47 to 1; single carburettor, 48 b.h.p. at 4,200 r.p.m.; twin carburettors, 58 b.h.p. at 4,600 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.875, 6.12, 9.45 and 14.55 to 1); central control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Girling, hydraulic, two-leading shoe front; mechanical, leading and trailing rear.

Wheelbase: 7ft 7in (231 cm); widest track, 3ft 10in (119 cm). Overall length, 12ft 7in (384.85 cm); width, 4ft 10in (147 cm); height, 4ft 10in (148 cm); ground clearance, 6in (15.24 cm). Turning circle, 33ft (1,005 cm). Weight (approx.), 1,740 lb (791 kg).

Tank capacity, 7 Imperial gallons (32 litres). Tyre size, 5.00—16in. Battery, 12-volt, 38 a/h. List price: Roadster £519 15s.

S.M. 1500: 4-cyl. 73 x 89.4 mm (2.874 x 3.52in), 1,497 c.c. (91.36 cu in); o.h.v.; compression ratio, single carburettor, 7 to 1; twin carburettors, 7.47 to 1; single carburettor, 48 b.h.p. at 4,200 r.p.m.; twin carburettors, 58 b.h.p. at 4,600 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.125, 6.95, 10.7 and 17.0 to 1); steering column control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 8ft 11in (273 cm); widest track, rear, 4ft 3in (129.54 cm). Overall length, 14ft 8in (448.29 cm); width, 5ft 3in (160 cm); height, 5ft 4in (162 cm); ground clearance, 7in (18 cm). Turning circle, 33ft (1,005 cm). Weight (approx.), 2,520 lb (1,145 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50—16in. Battery, 12-volt, 51 a/h.

List price: single-carburettor saloon £630; twin-carburettor saloon £650.

## STANDARD

168

Standard Motor Co., Ltd., Canley Works, Coventry

ONE of the outstanding attractions of this year's Show is the new Standard Eight. The three examples on view give many members of the public their first sight of what undoubtedly will be a most popular car. It is new from stem to stern and the accent is on low first cost and economy on the road. The 803 c.c. engine is designed to run on ordinary grade fuel and delivers 26 b.h.p. at 4,500 r.p.m. A four-speed gear box is fitted, while the clutch withdrawal mechanism is operated hydraulically.

The four-door four-seater body has exceptional and ingeniously obtained luggage accommodation for a small car. The manufacturers have kept down the initial cost by omitting such items as nave plates to the wheels, but these and a heater, extra windscreen wiper, radio, and so forth can be supplied as extras.

Also on the stand is the Vanguard saloon, a car which has proved its worth in many countries. Some slight modifications were made to engine and chassis when the Phase 2 model was introduced in March of this year and the back of the body was restyled, giving a sleeker appearance and better luggage accommodation.

The estate car, of which an example is displayed, is a most practical vehicle.

### Specification

Eight: 4-cyl. 58 x 76 mm (2.28 x 2.99in), 803 c.c. (49.1 cu in); o.h.v.; compression ratio, 7.4 to 1; 26 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.87, 7.08, 11.99 and 20.82 to 1); central control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Girling, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 7ft (213.4 cm); widest track, 4ft 0in (123.2 cm). Overall length, 11ft 10in (360.7 cm); width, 4ft 10in (147.32 cm); height, 5ft (152.4 cm); ground clearance, 7in (18 cm). Turning circle, 32ft (9.75 m). Weight (approx.), 1,484 lb (674 kg).

Tank capacity, 7 Imperial gallons (31.82 litres). Tyre size, 5.20—13in. Battery, 12-volt, 30 a/h.

List price: saloon £339.

Vanguard: 4-cyl. 85 x 92 mm (3.34 x 3.622in), 2,088 c.c. (127.6 cu in); o.h.v.; compression ratio, 7 to 1; 68 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.625, 7.71 and 16.35 to 1); overdrive optional; steering column control. Suspension, independent front, coil springs;  $\frac{1}{2}$ -elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 7ft 10in (238 cm); widest track, rear, 4ft 6in (317 cm). Overall length, 14ft (426 cm); width, 5ft 9in (175 cm); height, 5ft 5in (165.5 cm); ground clearance, 6in (20.32 cm). Turning circle, 35ft (1,067 cm). Weight (approx.), 2,716 lb (1,234 kg).

Tank capacity, 12 Imperial gallons (54.5 litres). Tyre size, 6.00—16in. Battery, 12-volt, 51 a/h.

List price: saloon £590.

## STUDEBAKER

154

Studebaker Corporation, 385, Euston Road, London, N.W.1

THE Champion, which is the smaller of the Studebakers seen at this year's Show, is without doubt a good-looking car. It is powered by a six-cylinder side-valve engine which develops 85 b.h.p. at 4,000 r.p.m. Automatic drive or an overdrive is available as an extra. The automatic transmission consists of a torque converter plus two-speed planetary gear set and a clutch to lock the converter for main road cruising. The two examples of the Champion on the stand are a left-hand-drive coupé in a colour scheme of ivory and blue and a four-door saloon in Tacoma grey. Heater and radio are fitted to both models, which are upholstered in a cloth fabric.

Two V eight-engined models are shown, the Commander Regal hard-top and the Commander Land Cruiser. Body style is basically the same on all models and the European influence on their striking styling will be noticed. Studebakers are fitted with



# Cars - Stand to Stand

self-adjusting brakes, and an automatic hill holder is standard equipment on the Commander and can be had as an extra on the Champion model.

## Specification

**Champion:** 6-cyl, 76.2 x 101.6 mm (3 x 4in), 2,780 c.c. (169.6 cu in); side valves; compression ratio, 7 to 1; 85 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 6.68 and 10.68 to 1); overdrive and freewheel, or automatic transmission optional; steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: Saloon, 9ft 8in (295.89 cm); Coupé and Hard Top, 10ft 0in (306 cm); widest track, front, 4ft 8in (143.5 cm). Overall length, Saloon, 16ft 6in (504.37 cm); Coupé and Hard Top, 16ft 9in (512.94 cm); width, Saloon, 5ft 9in (176.53 cm); Coupé and Hard Top, 5ft 11in (180.34 cm); height, Saloon, 5ft 0in (153.67 cm); Coupé and Hard Top, 4ft 8in (143 cm); ground clearance, 7in (20 cm). Turning circle, Saloon, 39ft (1,189 cm); Coupé and Hard Top, 40ft (1,234 cm). Weight (approx.), 2,800 lb (1,273 kg).

Tank capacity, 15 Imperial gallons (68.19 litres). Tyre size, 6.40-15in. Battery, 6-volt, 100 a/h.

**Commander:** 8-cyl, 85.73 x 82.55 mm (3.375 x 3.25in), 3,812 c.c. (232.6 cu in); o.h.v.; compression ratio, 7 to 1; 120 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.09, 6.34 and 10.51 to 1); overdrive and freewheel, or automatic transmission optional; steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic front and rear.

Wheelbase: Saloon, 9ft 8in (295.89 cm); Coupé, Hard Top and Land Cruiser, 10ft 0in (306 cm); widest track, front, 4ft 8in (143.5 cm). Overall length, Saloon, 16ft 9in (512.94 cm); Coupé and Hard Top, 16ft 9in (512.94 cm); Land Cruiser, 16ft 10in (514.53 cm); width, Coupé and Hard Top, 5ft 11in (180.34 cm); Land Cruiser and Saloon, 5ft 9in (176.53 cm); height, Saloon and Land Cruiser, 5ft 0in (153.67 cm); Coupé and Hard Top, 4ft 8in (143 cm); ground clearance, Saloon and Land Cruiser, 8in (21.51 cm); Coupé and Hard Top, 7in (18.42 cm). Turning circle, Saloon, 39ft (1,189 cm); Coupé, Hard Top and Land Cruiser, 40ft (1,234 cm). Weight (approx.), Saloon, Coupé and Hard Top, 3,150 lb (1,432 kg); Land Cruiser, 3,195 lb (1,452 kg).

Tank capacity, 15 Imperial gallons (68.19 litres). Tyre size, 7.10-15in. Battery, 6-volt, 100 a/h.

No prices quoted.

## SUNBEAM-TALBOT 134

Sunbeam-Talbot, Ltd.,  
Ryton-on-Dunsmore, near Coventry

**MAKING** its first appearance at a London Show, the Sunbeam Alpine is a natural development of the Sunbeam-Talbot 90. First introduced for the American market, the car is now available to buyers in Great Britain, and two models are on the stand, one painted ivory with red upholstery, the other a pleasing shade of blue.

The engine is similar to that fitted in the saloon and drop-head models but with various modifications to increase power output, 80 b.h.p. being developed at 4,200 r.p.m. A close-ratio gear box is used and a higher steering gear ratio employed. The chassis frame side members are increased in depth compared with those of the other models. Body equipment is complete and there is a good range of extra fittings which may be purchased if the owner so desires. Also, tuning kits are available for owners who wish to improve the performance still further beyond the normal.

The saloon, in an artistic blue and grey colour scheme, and drop-head versions of the Sunbeam-Talbot 90 are continued in their familiar form. As an example of attention to detail may be mentioned the mud and snow protection flaps fitted to the

inner surface of the wing interior valance panels. Their purpose is to prevent the gear change mechanism and control pedals from becoming choked with dirt and mud thrown up from the road.

## Specification

**90 Mark IIA:** 4-cyl, 81 x 110 mm (3.1871 x 4.33in), 2,267 c.c. (138.2 cu in); o.h.v.; compression ratio, 7.42 to 1; 77 b.h.p. at 4,100 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.90, 5.811, 9.633 and 12.43 to 1); steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 8ft 1in (247.6 cm); widest track, 4ft 7in (128.3 cm). Overall length, 13ft 11in (425.4 cm); width, 5ft 2in (158.7 cm); height, Saloon, 5ft 0in (154.3 cm); Coupé, 4ft 11in (150 cm); ground clearance, 6in (17.2 cm). Turning circle, 36ft (1,113 cm). Weight (approx.), 2,924 lb (1,329 kg).

Tank capacity, 10 Imperial gallons (45 litres). Tyre size, 5.50-16in. Battery, 12-volt, 51 a/h.

List price: saloon £825; convertible £855.

**Alpine:** Specification as for 90 Mark IIA, except for:—80 b.h.p. at 4,200 r.p.m.

Overall length, 14ft 0in (427.34 cm); height, 5ft 0in (154.3 cm). Weight (approx.), 2,800 lb (1,273 kg).

List price: sports £895.

## TRIUMPH

## 124

Triumph Motor Co. (1945), Ltd.,  
Canley Works, Coventry

**THE** Triumph Renown saloon is one of those cars whose appearance was right from the start and the manufacturers have decided to continue the model without any major alterations. The smart razor-edge lines of the coachwork give the Renown a dignified look, while the well-upholstered seats and general interior finish are in keeping with the tone of the car. Exceptional visibility is provided for driver and passengers; in addition to the glass area being large, the windscreen pillars are unusually thin.

A four-cylinder o.h.v. engine is fitted and the drive is transmitted through a three-speed gear box, with the Laycock-de Normanville overdrive available as an extra.

Two of the two-seater sports models are on the stand, one of which is in speed trim and closely resembles the car which reached a speed of over 120 m.p.h. on the Jabbeke motor road. This car has a developed version of the 2-litre engine used in the Renown saloon. Twin carburettors are fitted and a four-branch exhaust manifold is employed. To permit a low bonnet line, several small modifications are made to the front of the engine. The cooling fan is mounted on and driven directly by the crankshaft, in conjunction with a low mounted radiator. A four-speed gear box is controlled by a short central lever.

The body is compact and, with the object of reducing weight, no external luggage locker is provided, space behind the passenger seat being utilized. A quickly detachable hood is attached by a row of fasteners and provision is made for fitting aero screens.

## Specification

**T.R.2 Sports:** 4-cyl, 83 x 92 mm (3.27 x 3.62in), 1,991 c.c. (122 cu in); o.h.v.; compression ratio, 8.5 to 1; 90 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.89, 5.15, 7.81 and 13.15 to 1); overdrive optional; central control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 7ft 4in (223.56 cm); widest track, rear, 3ft 9in (115.57 cm). Overall length, 12ft 4in (376 cm); width, 4ft 7in (140 cm); height, hood and screen folded, 3ft 1in (94 cm); ground clearance, 6in (15 cm). Turning circle, 32ft (975 cm). Weight (approx.), 1,848 lb (840 kg).

Tank capacity, 12 Imperial gallons (54.55 litres). Tyre size, 5.50-15in. Battery, 12-volt, 51 a/h.

List price: 2-seater £555.

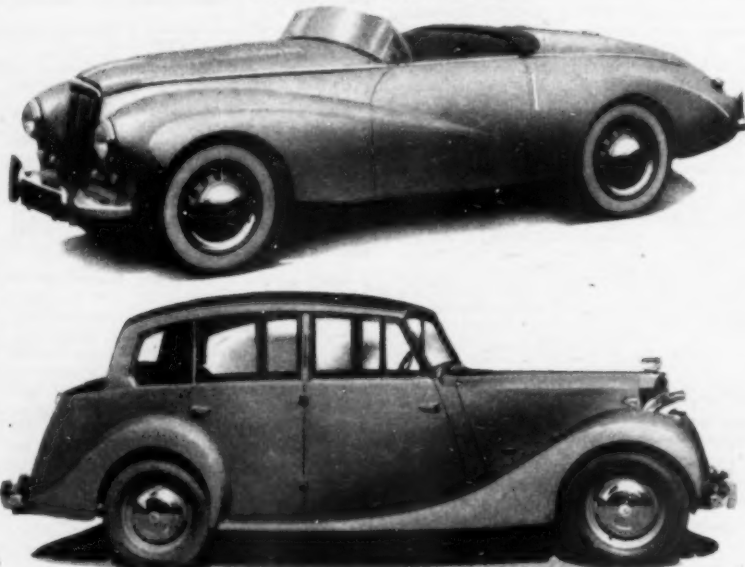
**Renown:** 4-cyl, 85 x 92 mm (3.34 x 3.62in), 2,088 c.c. (127.6 cu in); o.h.v.; compression ratio, 7 to 1; 68 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.62, 7.71 and 16.35 to 1); overdrive optional; steering column control. Suspension, independent front, coil springs; j-elliptic rear. Brakes, Lockheed, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 9ft 3in (282 cm); widest track, rear, 4 ft. 6in (137 cm). Overall length, 15ft 1in (459.74 cm); width, 5ft 4in (162 cm); height, 5ft 5in (165 cm); ground clearance, 8in (20.32 cm). Turning circle, 40ft (1,219 cm). Weight (approx.), 2,856 lb (1,298 kg).

Tank capacity, 14 Imperial gallons (63.64 litres). Tyre size, 5.75-16in. Battery, 12-volt, 51 a/h.

List price: saloon £775.

Two widely different and very successful cars from Britain—the Sunbeam Alpine, a very high-performance sports car, and the quality-built Triumph Renown saloon with its most distinctive and practical styling.



## VAUXHALL

150

Vauxhall Motors, Ltd., Luton, Bedfordshire

THE Vauxhall stand this year has added interest in that the company has recently celebrated its Golden Jubilee. The popular Velox and Wyvern models will be shown, and are fitted with 2½-litre six-cylinder and 1½-litre four-cylinder engines respectively, which have gained a reputation for economy in fuel consumption. A three-speed gear box is fitted to both models.

Minor modifications made to the cars for 1954 include raising the compression ratio from 6.4 to 1 to 6.8 to 1, with an option of 7.6 to 1 for the six-cylinder engine. This will enable owners to obtain further advantage from the use of first grade fuel. Other modifications include the adoption of a manual ignition control and improved door and window sealing. The practical right-hand hand brake lever is retained.

One of the Velox models on the stand is fitted with the whole range of approved Vauxhall accessories, while the forest green colour scheme of the left-hand drive Wyvern blends well with the contours of the body. Another Wyvern in cloud mist grey has red upholstery. In addition to the cars on the stand and turntable, sectioned working models of both engines can be seen.

**Wyvern:** 4-cyl, 79.37 × 76.2 mm (3.125 × 3in), 1,507 c.c. (92 cu in); o.h.v.; compression ratio, 6.8 to 1; 43.5 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.625, 7.576 and 15.882 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Vauxhall-Lockheed; hydraulic front and rear.

Wheelbase: 8ft 7in (261.6 cm); widest track, rear, 4ft 6in (138.4 cm). Overall length, 14ft 4in (438.2 cm); width, 5ft 7in (170.52 cm); height, 5ft 3in (161 cm); ground clearance, 7in (18 cm). Turning circle, 38ft (11.58 cm). Weight (approx.), 2,235 lb (1,016 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 5.60—15in. Battery, 12-volt, 44 a/h. List price: saloon £495.

**Velox:** 6-cyl, 79.37 × 76.2 mm (3.125 × 3in), 2,262 c.c. (138 cu in); o.h.v.; compression ratio, 6.8 to 1; 65.5 b.h.p. at 4,000 r.p.m.; optional, compression ratio, 7.6 to 1; 67.5 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.125, 6.725 and 12.798 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Vauxhall-Lockheed; hydraulic front and rear.

Wheelbase: 8ft 7in (261.6 cm); widest track, rear, 4ft 6in (138.4 cm). Overall length, 14ft 4in (438.2 cm); width, 5ft 7in (170.52 cm); height, 5ft 3in (161 cm); ground clearance, 7in (18 cm). Turning circle, 38ft (11.58 cm). Weight (approx.), 2,355 lb (1,070 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 5.90—15in. Battery, 12-volt, 53 a/h. List price: saloon £535.

## VOLKSWAGEN

149

V.W. Motors, Ltd., Inigo Piacca, 31, Bedford Street, London, W.C.2

FOR a number of years the name of Volkswagen has been familiar to the British public, but this is the first time many people have seen the actual car, although quite a few will remember a version being used during the last war as the opposite number of the Jeep. The black de luxe export model on the stand is now a serious competitor in the world's markets and a close study is well worth while.

The air-cooled flat four-cylinder engine is at the rear of the car and develops 25 b.h.p. at 3,300 r.p.m. The engine is capable of permitting the car to be driven at almost full throttle for long periods. Suspension is independent front and rear, torsion bars being employed in conjunction with trailing links at the front and swing axles at the rear.

In addition to the saloon there is also



The four-cylinder, 1½-litre "half" of the Vauxhall range—the Wyvern. Motorists interested in power and economy are gravitating towards the Vauxhall stand.

on the stand a cutaway chassis, which gives an opportunity of studying the unique construction in detail.

### Specification

**Export Model:** 4-cyl, 75 × 64 mm (2.95 × 2.52in), 1,131 c.c. (69.01 cu in); o.h.v.; compression ratio, 5.8 to 1; 24.5 b.h.p. at 3,300 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.5, 5.4, 8.33 and 15.95 to 1); central control. Suspension, independent torsion bar front and rear. Brakes, Ate-Lockheed, hydraulic; leading and trailing front and rear.

Wheelbase: 7ft 10½in (240 cm); widest track, front, 4ft 3in (129.54 cm). Overall length, 13ft 4in (406.73 cm); width, 5ft 0½in (153.04 cm); height, 5ft 1in (154.94 cm); ground clearance, 6½in (15.88 cm). Turning circle, 37ft (11.28 cm). Weight (approx.), 1,610 lb (732 kg).

Tank capacity, 8½ Imperial gallons (39 litres). Tyre size, 5.60—15in. Battery, 6-volt, 70 a/h. List price: saloon £458; de luxe model £521.

## WILLYS-OVERLAND 118

Jack Oding and Co., Ltd., Audley House, North Audley Street, London, W.1

THE Aero-Lark, of which two examples may be seen on this stand, is making its first appearance at a London Show. These are the 475-A, fitted with a four-cylinder engine developing 75 b.h.p. and having overhead inlet and side exhaust valves, and the 675-A, which has a six-cylinder side valve unit and is in Cadet grey with grey striped upholstery.

The third car on the stand is the four-door Aero-Ace, finished in a dual colour scheme of grey and blue; it has the larger six-cylinder engine developing 90 b.h.p. This also has overhead inlet and side exhaust valves. All models have three-speed gear boxes and are of unit chassis-body construction. The large window area and upswep rear wings should facilitate parking, while an interesting detail feature is the fact that the starter motor circuit is connected to the ignition switch, causing the engine to start immediately the ignition key is turned.

### Specification

**Model 475-A:** 4-cyl, 79.4 × 111.1 mm (3.125 × 4.375in), 2,199 c.c. (134.2 cu in); overhead inlet, side exhaust valves; compression ratio, 7.4 to 1; 75 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.56, 7.433 and 11.88 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, hydraulic front and rear.

Wheelbase: 9ft (274.3 cm); widest track, front, 4ft 10in (147.32 cm). Overall length, 15ft 0½in (459.42 cm); width, 6ft (182.9 cm); height, 5ft 2in (157.48 cm); ground clearance, 7½in (19.68 cm). Turning circle, 38ft (11.58 cm).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.40—15in. Battery, 6-volt, 90 a/h.

**Model 675-A:** 6-cyl, 79.4 × 88.9 mm (3.125 × 3.50in), 2,638 c.c. (162.64 cu in); side valves; compression ratio, 6.9 to 1; 75 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 6.68 and 9.48 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, hydraulic front and rear.

Wheelbase: 9ft (274.3 cm); widest track, front, 4ft 10in (147.32 cm). Overall length, 15ft 0½in (459.42 cm); width, 6ft (182.9 cm); height, 5ft

(152.4 cm); ground clearance, 7½in (19.68 cm). Turning circle, 38ft (11.58 cm). Weight (approx.), 2,507 lb (1,139.5 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.40—15in. Battery, 6-volt, 90 a/h.

**Model 685-A:** Specification as for Model 675-A, except for:—Overhead inlet, side exhaust valves; 90 b.h.p. at 4,200 r.p.m.; compression ratio, 7.6 to 1. Overall height, 5ft 2in (157.48 cm). Weight (approx.), 2,588 lb (1,176 kg).

No prices quoted.

## WOLSELEY

146

Wolseley Motors, Ltd., Cowley, Oxford

CENTRE of attraction on this stand is undoubtedly the sectioned Four Forty-Four. This car, painted light cream with blue upholstery, has been very cleverly "split" to show the construction of all mechanical and bodywork details. Explanatory signs in red and white draw attention to the most important features. Also on the stand are two Six-Eighties saloons, the right-hand drive model being finished in grey with matching upholstery, while the left-hand drive car is black with a maroon interior. The engine of the Six-Eighties is a six-cylinder overhead camshaft unit of 2½ litres and has twin S.U. carburettors.

In addition there is also a Four Forty-Four saloon with a maroon colour scheme; this has left-hand drive and is fitted with a radio. Shown for the first time last year at Earls Court, the Four Forty-Four is based on an integral construction and is powered by a 1,250 c.c. push-rod o.h.v. engine. Extremely wide doors aid entry to the comfortable interior, which is comprehensively equipped.

On both models the facia is redesigned to give an improved view of the instruments.

### Specification

**Four-Forty-Four:** 4-cyl, 66.5 × 90 mm (2.62 × 3.54in), 1,250 c.c. (76.6 cm); o.h.v.; compression ratio, 7.3 to 1; 4 speeds, synchromesh (overall ratios, 5.125, 7.718, 11.547 and 19.511 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 8ft 6in (259 cm); widest track, rear, 4ft 3in (130 cm). Overall length, 14ft 5in (439.4 cm); width, 5ft 1in (154.94 cm); height, 5ft (152.4 cm); ground clearance, 7½in (19 cm). Turning circle, 38ft (11.58 cm). Weight (approx.), 2,520 lb (1,145 kg).

Tank capacity, 9½ Imperial gallons (43 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h. List price: saloon £595.

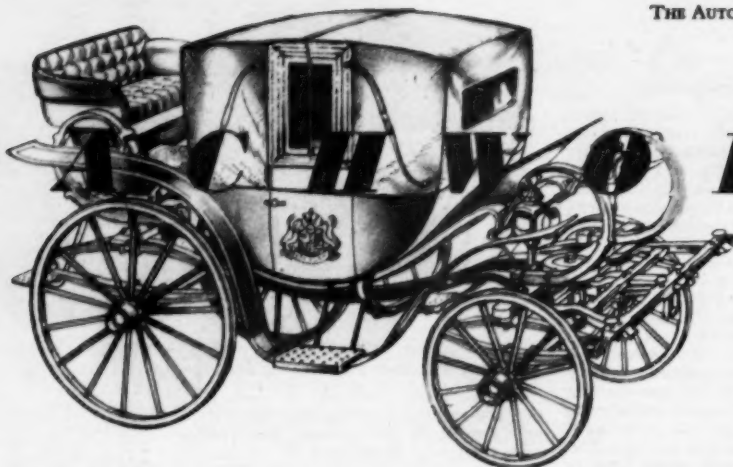
**Six-Eighties:** 6-cyl, 73.5 × 87 mm (2.894 × 3.425in), 2,215 c.c. (135 cu in); o.h.v.; compression ratio, 6.5 to 1; 4 speeds, synchromesh (overall ratios, 4.555, 6.586, 10.248 and 14.642 to 1); steering column control. Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, hydraulic; two-leading shoe front, leading and trailing rear.

Wheelbase: 9ft 2in (279 cm); widest track, front, 4ft 6in (137.2 cm). Overall length, 14ft 9in (450 cm); width, 5ft 6in (168 cm); height, 5ft 3½in (161 cm); ground clearance, 7in (18 cm). Turning circle, 41ft (12.57 cm). Weight (approx.), 2,884 lb (1,308 kg).

Tank capacity, 12 Imperial gallons (54 litres). Tyre size, 6.00—15in. Battery, 12-volt, 51 a/h. List price: saloon £670.



# C O A C H W O R K



**T**HE atmosphere of the coachwork section, with its fifteen stands this year, is as exclusive as ever. The silken guard-ropes, polished stanchions, banks of flowers, and the ever-present devoted attendants who guard and dust their gleaming charges are all there. But body styles have not changed much; a man who pays five or six thousand pounds for a car does not expect it to become out-dated in a year, and British craftsmen were ever conservative.

The exhibits range from the saloons and convertibles, quantity produced in the great press shops of the body builders serving the big manufacturers, to the exclusive, individual creations built on the most expensive chassis in the world. Though the styling—if such a word can be applied to these

cars—has become stabilized, the craftsmen who build them have not overlooked recent developments. Hydraulic power is used to raise and lower glass divisions and windows, and convertible heads. Luggage accommodation has assumed greater importance; in one or two cases rear seat backrests may be folded down, giving, in conjunction with the luggage locker, a carrying capacity comparable with that of an estate car. Roof panels of transparent Perspex are fitted to several saloons.

Rear wheels are set within the body sides on several examples, there being no more trace of rear wings than the shape of the wheel covers that fit flush into the uninterrupted body sides.

## E. D. Abbott, Ltd., Farnham, Surrey.

108

**U**NDoubtedly the centre of attraction on this stand is the aerodynamic drop-head two-seater sports coupé on the new and very fast Bristol 404 chassis. It is essentially a sports car and, throughout its design, the special requirements of the sports car owner have been carefully considered. Of extremely low build, the composite body frame is of ash and tubular steel, mounted integrally with the chassis, and panelled in hand-shaped aluminium. Interior trim is in black leather to avoid distracting reflections, and the hooded

instruments are placed directly in front of the driver. Red leather seat panels are used to relieve the black and the fascia is in walnut veneer. A V-type laminated windscreen is fitted. The rounded head is in black Turzog and the body, with virtually no exterior fittings except the push-button door handles, is finished in silver cellulose.

This body builder's Bentley two-door sports saloon is also designed for high speed. In this case the designers had in mind the requirements of the long-distance high speed traveller. Special attention has been given to a smooth exterior form, great comfort and luggage accommodation.

Deeply cushioned separate seats are used in front and the full-width rear seat can be folded forward to provide large luggage accommodation within the car. A wide, curved window gives excellent visibility to the rear and the V-type windscreen is kept clear by a two-speed wiper and hot and cold air demisting. Interior woodwork is in veneered and polished walnut with sycamore cross banding.

## Briggs Motor Bodies, Ltd., Chequers Lane, Dagenham, Essex.

104

**T**HIS company produces the pressed steel, integral body-chassis units for the cars that flow from the production lines of the great factory at Dagenham. This construction ensures great rigidity and the units are delivered at the factory painted and with the interior trim already in place. The mechanical elements are added by the car manufacturer.

The exhibits on this stand are, therefore, examples of standard production saloon cars—the Ford Zephyr and Prefect having four doors and the Anglia two. Both Prefect and Anglia are of particular interest, being entirely new and examples of the way in which a small car at a low price can offer comfortable transport for four people. In neither case do these cars give the impression of being large cars scaled down but, rather, well proportioned small cars in their own right.

## Carbodies, Ltd., Holyhead Road, Coventry.

109

**T**O cater for a public that does not want its cars always to be closed, this company specializes in production of con-



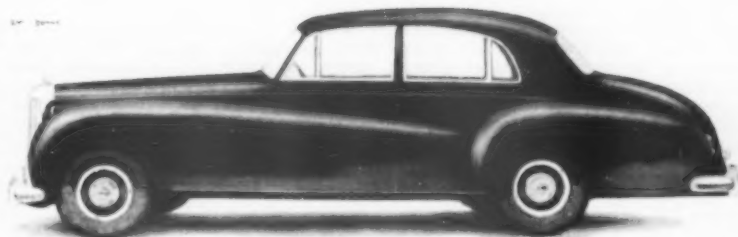
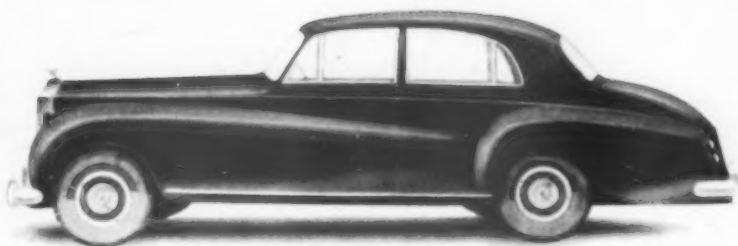
One of the four models in the Austin Princess range, this saloon coachwork by Vanden Plas has detail modifications in styling. Notable among these is the new treatment of the radiator, eliminating the sharp edges.



# ... stand to stand

vertible coachwork to be offered by the car manufacturers in their standard ranges. These retain, as far as possible, the structure and pressing of the standard production saloon bodies. The heads are of a design which can be used in three positions—fully open, the *de ville* position as a town carriage, or fully closed and entirely weatherproof. Glass windows in chromium-plated frames are used, and these wind down to disappear below the waist rail, the quarter-lights swivelling to the same position. Three of the models shown have electro-hydraulic power operation for raising and lowering the heads.

Among the exhibits on this stand is an Austin A.40 Somerset with a convertible body, which was shown for the first time last year. The two-door four-seater body accommodates two people on the separate front seats, mounted on adjustable runners; two further adults have ample space on the full-width rear seat, which has side arm rests. The head, which is made of washable p.v.c. material, is completely concealed at waist level when it is open. The fixed windscreen has an attractive rake and is curved. This car is shown with the head in the closed and fully open positions, as are the Ford Consul and Zephyr, fitted with similar coachwork, which have power-operated heads.



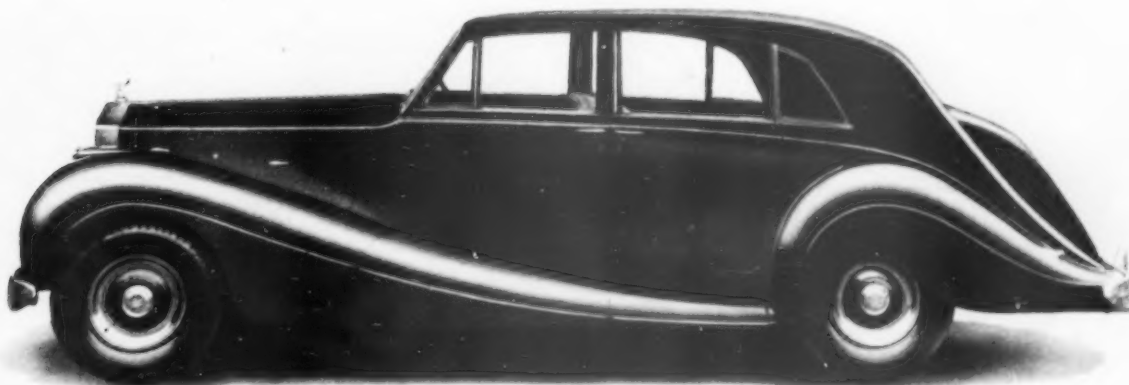
Two from James Young of Bromley. Above: four-door saloon coachwork in Berkeley blue on a Rolls-Royce Silver Dawn chassis and, below, a beautifully proportioned sports saloon on a Bentley chassis. To maintain the James Young Show stand colour scheme, this car, too, is finished in Berkeley blue.

**Fisher and Ludlow Ltd., Albion Works, Kingsbury Road, Birmingham, 24.**

ON this stand are a Standard Vanguard Phase II saloon and two examples of the new Standard Eight. Both are series production bodies and are examples of the pressed steel bodywork produced by the great press shops of this company for some of Britain's most popular cars. The little Standard Eight is a full four-seater saloon with adequate luggage space behind the

rear seats. This space can be greatly increased—at the expense of the two rear seats—by folding down the seat back rests and then folding the rear seats bodily forward, the whole of the rear compartment then becoming available for luggage—though the car is converted into a two-seater. Sliding windows are fitted at both front and rear—necessitated by the absence of interior trim panels to the doors, behind which would run the normal winding type of window.

The now familiar restyling of the Standard Vanguard has a four-main-window arrangement instead of the original six, and the rear of the car is entirely new. A 50 per cent increase in luggage space has resulted, yet the car's overall length has increased by only four inches. A washable plastic headlining is used and ample sized ashtrays are provided for both front and rear compartments. Leg room for the occupants of the rear seats is taken care of by recessing the lower part of the back rest of the front seat.



Razor-edged styling blends well with the angular radiator on Freestone and Webb's four-door, six-light saloon, with a division, on a Rolls-Royce Silver Wraith chassis.

## COACHWORK . . . stand to stand



Freestone and Webb, Ltd., 101-103  
Brentfield Road, London N.W.10

**FOUR** coachwork exhibits—two on Rolls-Royce Silver Wraith and two on Bentley chassis—are shown by this firm and all of them stand out as examples of British coachwork at its best. The first of the Bentleys is a four-door six-light sports saloon designed to carry five passengers. The two adjustable front seats have winder adjustment of the rake of the squabs. Upholstery is in a silver-green hide with contrasting piping in maroon. Woodwork is carried out in mahogany flare veneer and highly polished. Two folding picnic tables are built into the rear of the front seats, with self-adjusting mirrors. Interior lights are controlled by manual and automatic switches, the latter being operated by the doors. A press-button radio set is located below the centre of the fascia with an extension speaker in the rear parcel shelf. A sunshine roof is fitted over the front compartment.

The second Bentley—also a four-door six-light sports saloon—has accommodation for six passengers. In front are two adjustable split-bench seats which also have winder adjustment of back-rest rake. Folding picnic tables with mirrors are provided in the backs of the front seats and all woodwork is in burr walnut veneer. Adjustable arm rests are fitted to the front doors and fixed armrests to the rear seats; folding centre armrests are provided at front and rear. The windscreen pillars are extremely thin—less than the width between the pupils of the eyes—so that they present no obstruction to vision. The exterior is finished so that the top of the car, luggage locker and the sweep of the front wings through the body are in *brundore irise* and the top and sides of the bonnet together with the lower body panels are in pink beige.

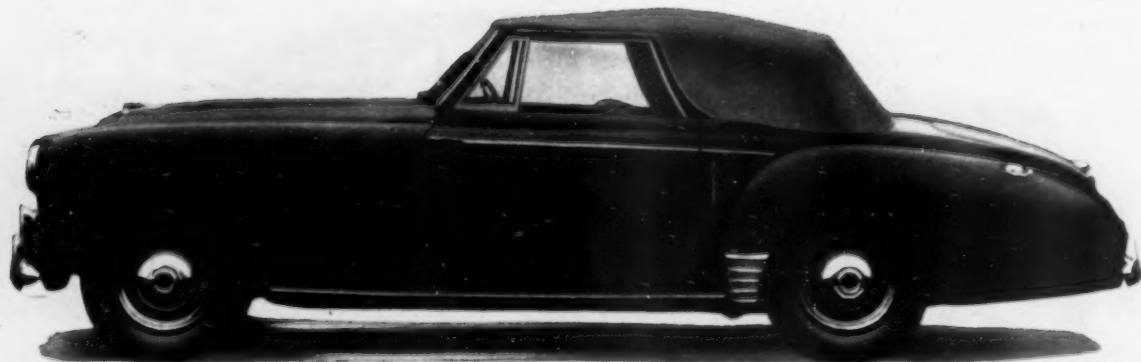
One of the Silver Wraith bodies is a four-door six-light limousine with division. Seven passengers can be accommodated on the main seats and two occasional seats which face forwards and which, when folded away, are flush with the floor of the rear compartment. Interior trim is in brown hide for the front compartment and fawn cloth for the rear. Two folding picnic tables are built into the rear of the division and a sliding table is fitted in the centre of the fascia. Interior woodwork is in selected burr walnut veneer. A cocktail cabinet, too, is housed in the division. Both rear windows and the curved division glass are electrically operated.

The other Rolls-Royce Silver Wraith is a four-door six-light saloon with division. Two occasional seats in the rear compartment fold away when not in use to provide a footrest for the rear seat passengers. A folding central armrest for the rear seat accommodates a cigar box and lighter. The interior trim is in light beige with black contrasting pipings. A sun roof over the rear compartment is fitted with a Perspex panel and inner sliding shutter. All interior woodwork is in walnut and two folding picnic tables are built into the rear of the division with self positioning mirrors. The driving side window glass is operated by a quick lift handle and the remaining three windows are raised and lowered by the normal winder type mechanism. The exterior is finished in a dual colour scheme of black for the four wings and bonnet top, and *blanc safran* for the lower bonnet and body sides.

Hooper and Co. (Coachbuilders), Ltd.,  
54 St. James's Street, London,  
S.W.1. 105

**A** ROLLS-ROYCE Silver Wraith, a Bentley and two Daimlers have been chosen to display the coachwork of this firm. The Silver Wraith is a four-five-seater touring limousine finished in dark blue with light blue leather upholstery. No distinct rear wings are used, the rear wheels being recessed into the body sides and covered by detachable panels, the outlines of which blend well with the body lines. The front wings sweep in a graceful curve right back to the tail, where they meet the downward sweep of the waistline, roofline and luggage locker. Special equipment includes a wide, curved windscreen glazed with laminated Triplex. Open recesses are provided in the lower part of each door to accommodate small parcels and the folding central armrest of the rear seats contains a shallow leather-lined tray with a swivelling mirror. The glass division is electrically operated and the rear window incorporates "invisible" heating wires for demisting.

The Bentley is a four-door saloon of



Coachwork by Tickford for the Lagonda Mark II. Above: A two-door sports saloon finished in blue with grey leather upholstery and, below, a drophead coupé. The head of this car may be used in the fully opened or closed positions and there is a special locking arrangement for a third, *de ville*, position.



Convertible coachwork for the Austin A.40 by Carbodies, of Coventry. This coachwork style is included in the range offered by the manufacturers. Upholstery is in leather and the head can be partly opened in the *de ville* position.

razor-edge design, painted maroon and beige, and trimmed in beige leather. The absence of rear wings and the front wing treatment are features similar to those of the Rolls-Royce and the dual colour scheme shows off the styling to its best. The front wings, bonnet top, roof and luggage compartment are in maroon and the side panels are beige. The three levels—maroon roof, beige side panels and maroon front wings—merge gracefully together at the rear. Whereas separate head lamps are used on the Rolls-Royce, those on the Bentley are faired into the wings. The front windows are electrically operated with the left side window additionally operated from the right-side door. A heater, windscreen demister, radio and screen-washing equipment are also fitted.

Strikingly good looking is the Daimler Special Series 3-litre Empress II saloon, a four-door six-light example. It is finished in dark green and trimmed in light grey-green leather. Seating for five people is provided, three on the rear seat and two on the separately adjustable front seats. Special sealing is used round all doors to exclude dust and draughts and the fixed roof is specially insulated against heat. The front door windows are electrically operated and the quarter windows are hinged.

Also on the Special Series Daimler chassis, and of very striking appearance, is shown a two-door fixed-head coupé. This two-seater is of entirely new design and is finished in green with its dark green leather interior contrastingly piped in red;

the instrument panel is covered in red crocodile. The very low body is of light-weight aluminium alloy construction. A curved windscreen and hinged quarter windows are fitted and there is a Sundym glass panel in the roof, covered at will by a shutter. The frontal design is unusual and peculiar to this body, and two red crocodile skin suitcases are accommodated in the luggage space behind the two seats. A shallow tray slides into the left side of the fascia with a hinge-over mirror and contains a silver powder compact and cigarette case. The spare wheel is carried in a screw-down cradle below the luggage locker floor and is operated by the wheelnut brace. A demister, radio, heating and ventilating unit and screen washing equipment are also provided.



Though the main external appearance of the DB2-4 Aston Martin has not changed, provision either for occasional rear seat passengers or for an increased amount of luggage has been made. This standard production coachwork is by Mulliners of Birmingham.



## COACHWORK . . . stand to stand



**H. J. Mulliner and Co., Ltd., Bedford Park Works, Bath Road, London, W.4.** 106

THE exhibits of this old-established firm comprise two Rolls-Royce Silver Wraiths and two Bentleys. The first of the Silver Wraiths is a seven-seater four-door enclosed limousine. Five passengers are normally seated and two on facing-forward

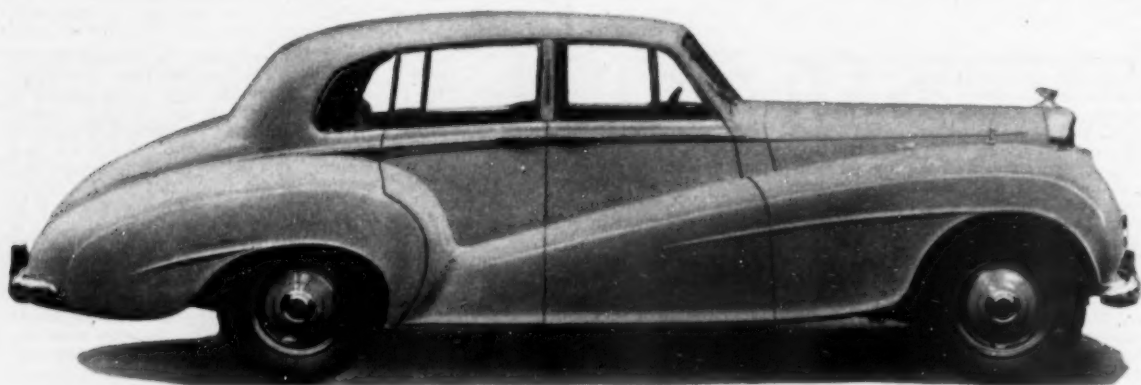
are fitted to both front and rear wings. Folding tables are provided at the back of the two front seats and the rear seat has a folding central armrest. The upholstery is of scarlet leather and the external finish is in grey throughout.

**Mulliners, Ltd., Bordesley Green Road, Birmingham, 8** 111

ALL the bodies shown on this stand are series production models, contributing to the standard ranges of the various well-known manufacturers represented. Two products of the Triumph company are shown; in the razor-edged styling the Triumph Renown has always been a striking example of high quality British production coachwork. Its ample specification attends to the comfort of its five to six

pocket. The detailed and full specification includes sun vizors, door pockets, four ashtrays, and a blind for the rear window. A dual colour scheme is employed, the upper half of the car being in black and the lower half blue. Blue leather upholstery is used.

To complete the display the Aston Martin DB 2-4 sports saloon is shown, finished in sea green with beige upholstery. Seating accommodation has been improved in the current version of this car. There are two occasional seats in the rear compartment, which, by folding the backrest forward, becomes a large and capacious luggage platform. The fascia panel is trimmed in leather to match the upholstery and an ashtray is incorporated in a polished walnut centre-piece. The fascia also incorporates two glove compartments.



Four-door, coachwork for a Bentley chassis, by H. J. Mulliner. Special lightweight all-alloy construction is used and the car is very smartly finished in grey with scarlet leather upholstery.

occasional seats. All doors are hung on concealed hinges and are opened by press-button locks. The division glass is electrically operated from either compartment. Flashing-type direction indicators are fitted. The exterior is finished in grey and the upholstery is in grey leather and cloth.

The second Rolls-Royce is a four-door sports touring limousine with an electrically operated division glass. Seating is provided for five or six people and there are folding tables at the back of the division with a central cabinet. Laminated Triplex glass is used in the curved windscreen and swivelling ventilating panels are fitted to the front doors.

Developed by means of wind-tunnel tests, the all-metal light-alloy Bentley Continental sports saloon attracts almost as many spectators as it did when it first appeared last year. Its two-door four-light saloon coachwork seats four in comfort and is ideally suited to fast long-distance travel. The car is finished in Circassian blue with blue-grey leather upholstery.

The coachwork of the second Bentley shown is also of light alloy—in this case a four-door saloon. Seating accommodation is provided for four to five passengers. Laminated Triplex glass is used for the V-type windscreen. Flashing indicators

occupants and the car is notable for the excellent all-round visibility. The Triumph sports two-seater is also represented, and has a very full specification, including a detachable curved windscreen, and detachable front panel and front and rear wings. The exterior finish is in ice blue and the upholstery is in grey Vynide.

The products of the Standard company are represented by the six-seater all-steel estate car on the Vanguard Phase II chassis introduced this year. The rear seat backrest folds forward, flush with the floor, giving uninterrupted space for large loads. The striking Sunbeam Alpine two-seater sports car is also shown. Separate front seats are individually adjustable for reach and the driving seat backrest is adjustable for rake and height. With the hood in the raised position the rear window panel can be folded down for extra ventilation. The car is finished in ivory with scarlet upholstery.

Also present is the latest Alvis, the TC 21-100 saloon, with a coachbuilt body seating four or five people. The driver and front passenger sit on separate tubular seats and the wide bench-type rear seat comfortably seats three when the centre armrest is folded away. The walnut fascia has a glove locker with a hinged lid, and a map

**Park Ward and Co., Ltd., 473 High Road, Willesden, London, N.W.10** 107

FOUR cars, three Rolls-Royces and a Bentley, make up the display. The Silver Wraith seven-seater enclosed limousine coachwork is of aluminium panelling on Park Ward patent steel framework. It is finished in black with tan leather upholstery in the front compartment and fawn West of England cloth in the rear. The black exterior is relieved by a chromium-plated moulding at the waistline and the lower edges of the front wings. Controls for the radio are recessed into the rear seat side armrests and there is a cabinet in the centre division containing cocktail requisites. The curved glass division window is electrically operated.

Also on a Rolls-Royce Silver Wraith chassis is shown a six-light saloon. The lower half is finished in green with a metallic grey for the roof and top of the luggage locker. This scheme gives an appearance of low overall height to what is a very large car. The comfort of the five occupants is administered to by such luxury fittings as tables, footrests, sun vizors, front and rear door ventilating windows, radio and a mohair rug.

On the smaller Silver Dawn chassis is





Quantity produced by Thrupp and Maberly for the Rootes Group, this four-seater coachwork for the Hillman Minx—styled the Californian hard-top coupé—has exceptional all-round visibility. At the Show it is strikingly finished in black and cream.

a very elegant, ivory-coloured four-light drop-head coupé. The head, of a green material, is raised and lowered hydraulically and has a supplementary inner lining of cloth. Four people are seated in great comfort and the wide doors make easy entry and exit to the rear seats. A large luggage locker, with the spare wheel housed beneath the floor, is carpeted. The two-door sports saloon coachwork on the Bentley chassis is finished in a dual scheme of green and grey-green, the paler colour being above the waistline. Upholstery is in pale beige leather and detail fittings include radio, vizors, companions, interior heating, defroster and demister, windscreen washing equipment and a large carpeted luggage locker which houses the spare wheel.

**Pressed Steel Co., Ltd., Cowley, Oxford.**

110

ALL five of the cars on this stand are examples of the standard bodywork offered by various British manufacturers, produced by the Pressed Steel company and delivered as body shells to the car manufacturers. The Austin A.70 Hereford saloon has four-door four-light bodywork with a sliding roof. The colour scheme is coronet green with red upholstery.

The Hillman Minx has the standard, and very attractive, four-door four-light saloon body with a fixed roof. Recent styling changes are noticeable, particularly around the front, and the car is finished in mid-green with light fawn upholstery. The Humber Hawk is a six-seater four-door

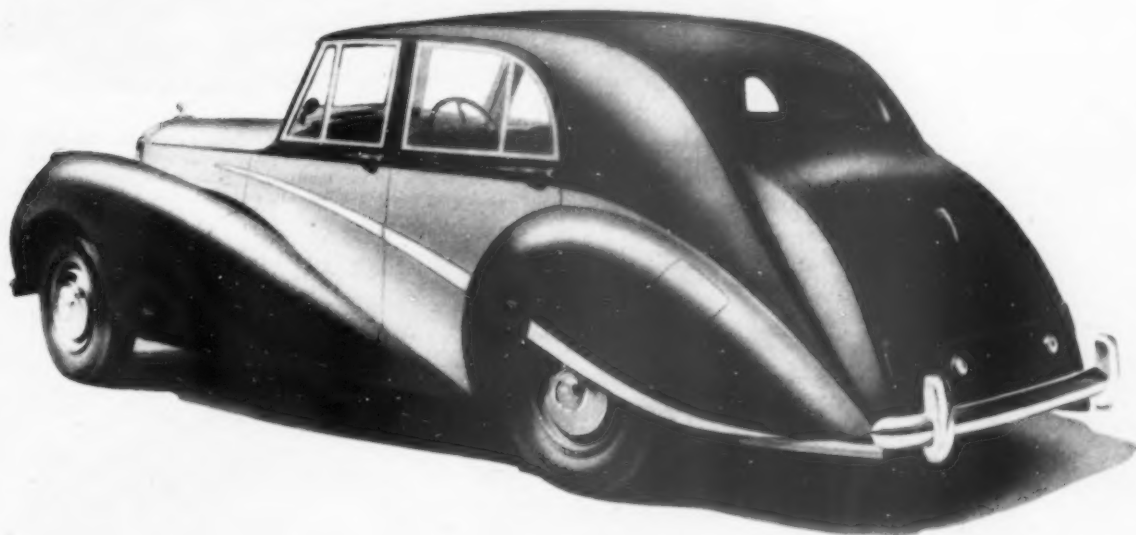
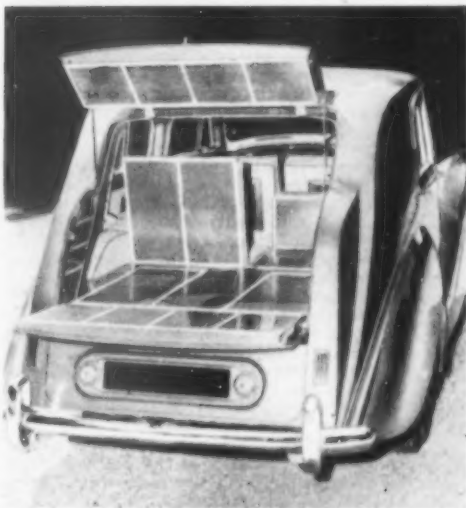
saloon with a fixed roof and a curved windscreen and rear window. The colour is quartz-blue with light fawn upholstery.

Birch grey with maroon upholstery is used for the four-door Morris Oxford saloon, which has a wide bench-type front seat accommodating three people. A Rover 75 saloon completes the display. This car, which is one of the better-looking production cars, is finished in pastel blue with blue upholstery.

**Harold Radford (Coachbuilders), Ltd., Brent Crescent, London, N.W.10.**

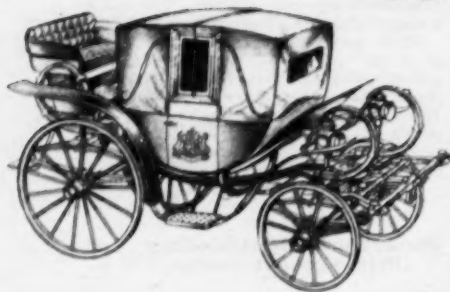
112

FINISHED in rust and ivory with rust carpets to match; this year's version of the Bentley Countryman has several modifications. From the outside the car



The best of both worlds; Harold Radford's striking Bentley Countryman which, in normal trim, appears to be an elegant saloon. Upon opening the doors in the rear of the car it is revealed as an estate car with a large capacity for luggage.

## COACHWORK . . . stand to stand



appears to be a normal saloon, but there are two horizontally hinged doors at the rear of the body, additional to the normal four doors; the rear seats fold forward independently, flush with the floor, providing exceptionally large luggage space which is reached through the additional rear doors. In this condition it is virtually an estate car, but no sacrifice has been made in the passenger comfort in the normal saloon form—or, indeed, in the estate car form.

The front seats are of the divided bench type, the back rests being adjustable for angle; in the fully backward position they form a full-length bed with the rear seats. Sliding cocktail cabinets are fitted to the rear quarters and there are picnic tables at the rear of each front seat. An electrically raised and lowered aerial is fitted and the front windows, too, are electrically operated. A large ice container fits into the left scuttle side and there is a powder compact fitted into the head rest on the same side; picnic requirements for four people are carried in the left front door pocket and an electric razor in the opposite pocket plugs into a socket on the fascia. In addition, ashtrays and pipe racks are provided for the convenience of the rear seat passengers.

**Thrupp and Maberly, Ltd., Edgware Road, London, N.W.2.** 90

**A**LL five exhibits are standard productions for the Rootes Group, contributed by Thrupp and Maberly as a member of this company. The Humber Pullman limousine, finished in black, combines the qualities of a dignified, chauffeur-driven town carriage with the capacity for fast and comfortable long-distance touring. The seating—upholstered in black leather at the front and fawn West of England

cloth at the rear—is designed to accommodate seven passengers and a chauffeur. The power-operated curved glass division of special design occupies only one and a half more inches of space than a simple division with sliding glass. Heaters are fitted to both compartments. The luggage compartment is exceptionally large and the lid may be lowered to form a rigid platform on which to carry large trunks.

The Humber Super Snipe touring limousine has an all-steel body and is fitted with the Thrupp and Maberly patented division and front seat unit, which has a curved glass easily locked in any position. Thus the car may be used as a chauffeur-driven town carriage or, owner-driven, as a fast touring car. Maroon metalchrome finish is used for the exterior, and light fawn leather upholstery.

The very popular Sunbeam-Talbot 90 convertible, combining the comfort of a saloon with the advantage of an open sports car, is finished in sapphire blue with French grey upholstery. The driving seat is adjustable for height, rake and reach, and the doors have special checks to hold them in the fully open position.

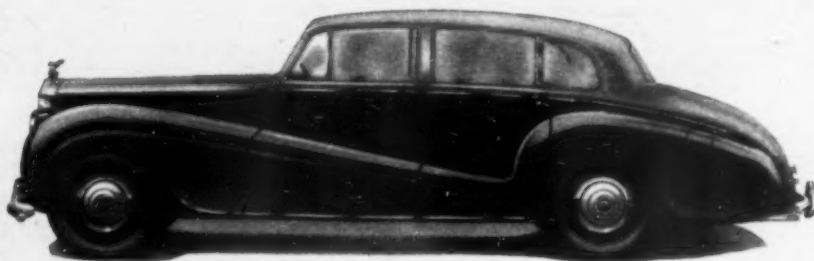
A Hillman Minx Californian hard-top coupé completes the display. This is noteworthy for the great area of glass and absence of a central door pillar with the resultant uninterrupted all-round visibility. This example is attractively finished in black and cream with red upholstery; the head lining is in a light-coloured washable fabric. The two wide doors are hung on

concealed hinges and the full-width front seat has a centrally divided back rest which tilts forward and allows easy access to the rear compartment from either side.

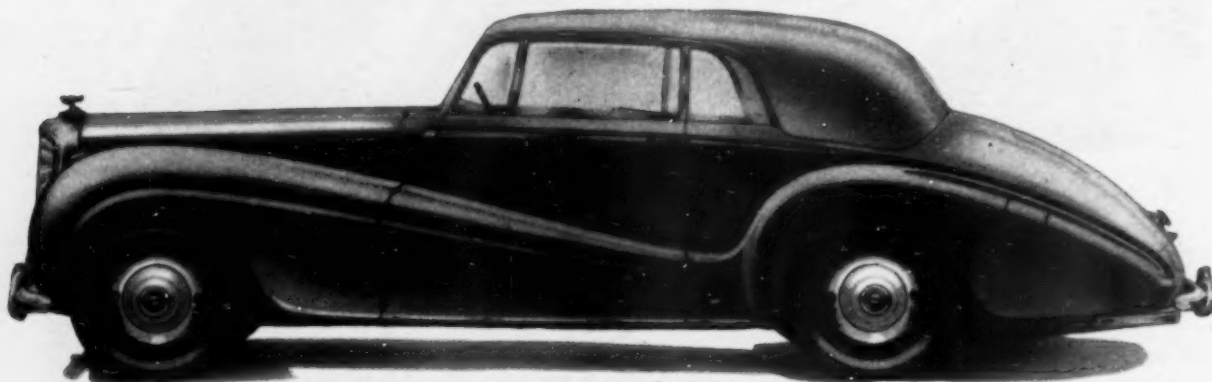
**Tickford, Ltd., 6-9 Upper St. Martin's Lane, London W.C.2.** 98

**T**HE Lagonda Mark II chassis forms the basis for the two exhibits of this firm, which specializes in convertible coachwork. The two-door foursome coupé is fitted with the patent Tickford three-position head covered with Melloroid p.v.c. hood material and lined with all-wool cloth. The body is of coachbuilt construction with composite framing of ash, strengthened with steel plates where necessary. The scuttle and windscreen pillars are of steel panelled construction, and the doors, rear of the body, wings and front end assembly are panelled in aluminium. Superior grade blue-grey leather is used for the seats and interior trim. A lockable glove box is included in the figured walnut fascia and a lockable petrol filler is located in each rear wing. The external finish is in Cirrassian blue and the carpet and hood are blue-grey.

The second exhibit is a two-door sports saloon with construction similar to that of the drop-head coupé. The full-width rear seat will accommodate three people and the back rests of the front seats are hinged off-centre to allow greater ease of access to the rear compartment.



Two strikingly good-looking bodies by Park Ward. Above: A six-light saloon on the Rolls-Royce Silver Wraith chassis, finished in a dual colour scheme of green and metallic grey. Below: Two-door sports saloon coachwork for the Bentley. In both these examples the traditional wing line has been retained.



I think she's a beauty but  
I wouldn't call her dear



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Hooper's 3-litre Special Series Daimler Empress II saloon. Rear wheels are recessed into the body and the fall-away of the waist line meets the roof line and luggage locker in a graceful sweep. The car is finished in dark green throughout and is trimmed in light grey-green leather.

## COACHWORK . . . . . Stand to Stand

In both cars the seats are deeply cushioned with rubber overlays and rubber rolls on the spring cases. The chromium-plated mouldings, window surrounds and door hinges are of brass, and both cars have very full and luxurious specifications. Walnut is used for the fascia and fillets of the saloon and the instrument panel and door fillets are veneered in figured burr walnut. A locking glove box is fitted in the fascia. The luggage locker has specially designed spring assisted lid supports and a locking T handle. An interior light is controlled by a switch on the fascia and a light located above the driving and front passenger seats is controlled by switches in the door pillars. A heater, demister and windscreen spray are also included.

**Vanden Plas (England) 1923, Ltd.,**  
Kingsbury Works, Kingsbury Road,  
London, N.W.9. 102

THE four bodies on this stand are all on Austin chassis, the company being controlled by Austin. The A.135 Princess long wheelbase limousine is an unusually large car accommodating up to eight people and with an overall length of 17ft 11in. This and other models in the Princess range have been subjected to minor modifications in styling. A new frontal treatment has eliminated the sharp edges of the radiator; wide, concealed running boards and heavier bumpers are the main features. The glass central division is fitted with two sliding windows. The rear doors are hinged at the back to give maximum ease of entry to the rear and occasional seats. The doors are fitted with noiseless locks and the body construction incorporates timber framing with steel and light alloy panels and is fully sound insulated and rubber mounted on the chassis frame. Interior woodwork is in walnut veneer. Separate heating for both compartments is provided, there being a temperature control switch on either side of the rear compartment. The car is finished in black cellulose with brown leather upholstery in front and beige cloth at the rear.

Of similar overall length but seating six people is the A.135 Princess long wheelbase saloon, in which there are no occasional seats. As with the limousine, the specification caters generously for passenger comfort. The lid of the luggage com-

partment can be used as a platform for additional luggage; the spare wheel compartment below is enclosed by a sliding panel carrying the rear number plate. Two-tone maroon cellulose finish is used for the upper half of the body, with beige for the lower half; beige leather upholstery is used throughout.

Also shown are an Austin A.135 Princess III saloon and a touring limousine. The former accommodates six passengers and is finished in blue-grey metallic cellulose with blue hide upholstery. The latter, which differs from the saloon in that it has an electrically operated glass division, is finished in midnight blue cellulose with beige leather upholstery.

The Rimblishers on the road wheels of all these cars are not standard, being available as extras.

**James Young, Ltd., 37, London Road,**  
Bromley, Kent. 101

THIS old-established firm are showing a Rolls-Royce Silver Wraith four-door sports saloon with partition; a Rolls-Royce Silver Dawn four-door sports saloon and a Bentley four-door sports saloon. All three are finished in Berkeley blue with fine contrasting lines, and upholstered in blue-grey hide. This matching of finishes for the three cars has given the stand an individual

appearance, the cars looking as though they comprised a set.

The Silver Wraith is intended to be owner- or chauffeur-driven and the glass division is electrically operated. The curved windscreen and very thin pillars give unusually good forward visibility. The front compartment has spacious door lockers containing a picnic outfit and stowage for field glasses, and at the back there are a ladies' companion set, footrests and cocktail cabinet.

The Silver Dawn exhibit is a newly designed four-door saloon of special steel and alloy composite construction. The front seat is of the divided bench type with separate folding armrests. All cabinet work is in selected figured walnut of great beauty, and spacious lockers are fitted in the doors. This car, as with the Young-bodied Silver Wraith, has interior-controlled locking of the bonnet and petrol filler.

The Bentley is a four-door sports saloon using the Continental type of radiator and a specially lengthened bonnet. This, together with the curved windscreen and extremely thin pillars common to all products of this coachbuilder, gives very good driving vision. Cocktail and picnic outfits are fitted into recesses in the doors and the large luggage locker has a counterbalanced lid.



Combining the comforts of a saloon car with the advantages of an open tourer, this standard production convertible coachwork for the Sunbeam-Talbot 90 is by Thrupp and Maberly.

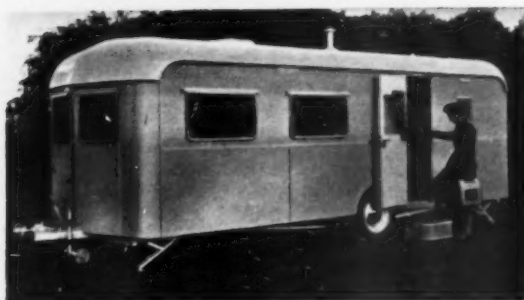




612



# CARAVANS



Top left : The Rollalong Hermes. This model is a variation of the previous Sunbeam models produced by this company. Top right : The Sprite Colt by Alperton Products, Ltd. Bottom left : The 1954 Winchester Pipit, which has a total weight of 15 cwt. Bottom right : The Pilot Panther Mark VI is produced by M. R. Pascall, Ltd.

**M**AKE no mistake, the British caravan is undoubtedly the finest creation of its kind in the world, and that can truthfully be said of very few things. Manufacturers have been trained in a hard school, for the demand in the caravan market has never at any time exceeded the supply; the survivors are the finalists in the toughest of

tough fitness tests and the creative artist in any field has no greater critic than the British housewife : designers had to forget (or at least lose interest in) the fact that their products had to be mobile and concentrate on the interior efficiency of the finished product. Those who remain can count themselves as being the top men in their field.

This industry above all has profited by a vast amount of experience unequalled in any other country. The results of this superior knowledge are very much in evidence on every single Earls Court stand. Each individual exhibit has something to commend it; each make, each example of this fine British craft, is well worth looking at in detail.

As on the car stands, manufacturers are considering the down to earth buyer again; the temporary home, virtually immobile, caravan is losing its importance.

A tremendous variety of light, towable models is on display and the accent seems to be on manoeuvrability and mobility. Numerous manufacturers who have hitherto concentrated on the production of large living specimens have now decided that the caravan is intended to be part of the motoring scene and as such must be capable of being moved by the average size of car. The introduction of the new Ford Anglia and Prefect, not to mention the certain popularity of the new Standard Eight and the Austin Seven, seems to have brought this home to the caravan industry in general.

A stand to stand examination shows that the interior finish of each individual product is of a very high order and prices generally seem to be lower than last year. A great deal of attention has been paid to the structural stability of the chassis on which the caravan depends for its roadability. In some instances, the maximum allowable width has not been used although this has not seriously detracted from efficiency of the interior layout. The 22ft models, of which there are many, represent the compromise which has now been reached. A few extremely light models are also on show and examples in the medium size, medium price range complete the scale and make this section of the London Show attractive to all classes of potential caravan owners.



The modern caravan provides a high degree of comfort; this is the interior of the Carlight Trailers' Continental, looking towards the end kitchen.



## Carlight Trailers' 1954 Continental model.

There are, of course, many things other than price to be taken into consideration when making a final choice. A caravan which can be visualized standing in some leafy glade may not be narrow enough to traverse the roads to such a site, for many such roads are often mere cart tracks; it is easy to drive a car along them, but towing a caravan is a different proposition. Again, the potential purchaser may wrongly decide to overload his car with an outsize model which will be detrimental to the car itself. Each car has a definite towing capacity, and although no set formula exists for deter-



## stand to stand

mining this, the car manufacturer will quickly advise.

There is one thing of which the prospective buyer can be sure; the caravan manufacturer does not waste weight or space. A two-berth is a two-berth and cannot successfully be made to sleep three; with some of the larger models, however, a certain amount of adaptation is possible and manufacturers sometimes show the same model with a different interior layout. In other instances the style is completely fluid and the caravan can be adapted to suit the need of the individual.

Such things as tow bars, too, need more than would seem to be their fair share of attention. This attachment must be robust and be capable of taking tremendous strains accentuated by road irregularities. Several examples can be

seen at Earls Court and an elementary calculation will determine the strength required. Producers of such components are exceedingly conscious of what is expected of them and tow bars are invariably graded.

New materials are very much in evidence on the stands and plastic is being used in ever-increasing quantities. Formica, a comparatively new product which is finding favour in a variety of applications, is the latest compromise of strength and lightness for interior finish; many caravan manufacturers are already alive to its potentialities.

Permaply, a resin impregnated sheet, is incorporated in the exhibit of Coventry Steel caravans. This substance has superseded aluminium in this instance and, if price can be used as a yardstick, it has been used successfully.



The 16ft Nomad produced by the Paladin Trailavan Co., Ltd. suggests the very spirit of caravanning in this natural setting.

## CARAVANS

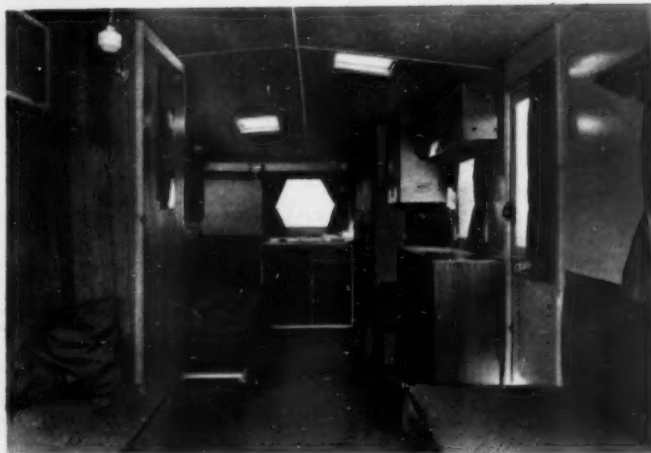
## stand to stand



The interior of the Siddall Rainbow with deep comfortable upholstery predominant. This model is available in alternative layouts, two of which are on show at Earls Court.

The accent is on space in the layout of the Eccles New Imperial. This view shows the end kitchen which blends tastefully with the living quarters. The commodious cupboard accommodation is well distributed.

The clean and pleasant looking interior of the Continental model exhibited by Carlight Trailers, Ltd. This model is fitted with Dunlopillo upholstery.



Alperston Products, Ltd., The Avenue, Newmarket, Suffolk. 194

THIS company show the Elizabethan living van at Earls Court for the first time. A member of the Sprite range, this model has enjoyed considerable popularity during the year and examination shows that the modifications incorporated since the early part of 1953 have done much to enhance the efficiency and internal appearance of this 22ft creation. At the other end of the size scale comes the lightweight Sprite Colt. This model will be remembered as being the baby of a very large family and with a length of only 9ft it is quite surprising to realize that three can sleep comfortably within its four walls and ash furniture. The price of the Colt is now £182 10s and it would appear to be a good prospect for potential Anglia and Perfect owners.

Further up the size scale comes the Sprite Major. With a price of £299 and sleeping accommodation for four this one is of appeal to the average family.

Alperston Products also produce the Sprite Minor, a smaller edition of the Major, offered at £210.

Bertram Hutchings Caravans, Ltd., 124, Stockbridge Road, Winchester, Hampshire. 185

TWO new models appear on the stand of this well-known maker. They are the Winchester Pipit and Winchester Voyageur. The already popular Winchester Royal also justifies its place on the stand and experience and wisdom would appear to have played a major part in the modifications which have been incorporated since last year.

The Winchester Pipit is a lightweight two-berth touring caravan 12ft 6in long. An aluminium body with multi-layer walls gives an impression of strength not often found in such an apparently light product. Large roof ventilators help to avoid the feeling of being shut in and a particularly attractive layout makes this model worth attention. The Voyageur is three feet longer than the Pipit and the extra length provides another two berths. Tailor-made loose covers are standard equipment and the general finish is in



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## CARAVANS . . . . . stand to stand

keeping with the price, which is £1,050. Compared with the £725 of the Pipit this does not seem to be excessive. Refrigerators, water heaters, storage tanks and numerous other non-standard fittings can be supplied if required.

**Burlingham Caravans, Garstang By-pass, Garstang, Lancashire. 180**

THOSE associated with caravans are familiar with the name Burlingham. This company has certainly managed to make light of the difficult job of caravan manufacture. Pride of place on their stand at Earls Court this year is taken by the 22ft luxury Windermere model, a hand-built de luxe product of beauty.

The Windermere is available in almost any conceivable layout, but the model shown is a full four-berth which divides into two separate bedrooms, a large kitchen, and separate toilet room. The immediate eye catcher is the kitchen: a stainless steel sink unit, ironing board, vast amount of storage accommodation and built-in refrigerator are there to tantalize the prospective buyer—or at least his wife. The sharply contrasting colour scheme of the model on show is particularly striking and few people will fail to be impressed by the smart appear-



One for the small car owner. The Zephyr model produced by Car Trailers, Ltd., which has made a very successful debut at Earls Court this year. Despite its compact appearance this caravan provides adequately for two people and a child.



The Sprite Elizabethan four-berth caravan produced by Alperston Products, Ltd. This model has two separate living rooms.

ance of the cherry red Formica (a plastic covering board) reflecting itself upon the pleasant white enamel. The attractive plastic curtains add the right amount of finish and one is quite reluctant to step out of the relaxing atmosphere of this fresh interior. The price of this model is £1,495.

Costing considerably less than its majestic stable mate, the Burlingham Kendal is also worthy of more than cursory examination. This model looks as

### LONDON SHOW REVIEW

Next Week's Special Issue of  
*The Autocar*

though it could be comfortably handled on the road by the most inexperienced caravanner and yet there is nothing positive to suggest this; it is 15ft long, a fair length, and once inside it is easy to marvel at the abundance of cupboard room and locker space. The glass-fronted



The 18ft Winchester Royal manufactured by Bertram Hutchings. This model is enjoying considerable attention on its temporary Earls Court site.



Although the natural setting does, to a certain extent, enhance the appearance of the 1954 Car Trailers Countess, there can be no denial of the fact that this model is singularly attractive.

cularly interested. It is perhaps unfortunate that such an efficient piece of equipment as this is not really necessary in Britain except perhaps on a handful of days in the year.

**Cheltenham Caravan Co., Ltd., Naunton Lane, Cheltenham. 186**

FOUR models are on show, the Eland, Bison, Antelope and Deer. This Cheltenham range is substantially the same as it was last year and detail improvements provide most of the interest. The exterior appearance of the Deer has been considerably improved by altering the position of the window on the left-hand side. The toilet on this model has now been totally enclosed and a combined sink and drainer is fitted as standard in the kitchen. The Bison is just over an inch longer than the Deer. Four Dunlopillo beds are fitted to the improved Antelope and the entire Cheltenham range is worthy of prolonged study. One of the major points very much in evi-

## CARAVANS

## stand to stand



The kitchen of the Colonial Mark V by Carlight Trailers, Ltd. The obvious efficiency of this compact layout is evident and the comprehensive range of functional equipment is most impressive.

crocery cabinet adds a suggestion of quality and everything connected with this particular caravan points to the great deal of thought that has obviously been expended on its conception.

**Car Trailers, Ltd., Luton Road, Harpenden, Hertfordshire. 183**

THE accent is on lightness on this stand. A completely new model, the Zephyr, comes from this well-known manufac-

turer and the impact of its introduction will no doubt be considerable. With a body length of only ten feet, four people can be comfortably berthed. It is surprising that this model weighs only 7½ cwt complete with gas cylinder. The other not so common feature is the general outside appearance. The model on show certainly looks light, airy, generously windowed and adequately ventilated. Dunlopillo mattresses and seats add to the smart appearance and comfort of the interior, which also boasts plastic covered tables. The price of this model is £265. With a headroom of 6ft 8in this latest caravan should find favour in a variety of quarters.

The already popular Countess model is again on show. This model is 14ft 3in long, has a lantern roof, and is adequately ventilated by eight flap ventilators.

**Carlight Trailers, Ltd., Church Lane, Sleaford, Lincolnshire. 182**

ALTHOUGH the Continental version exhibited has been on the market for some time, few models have yet been made available to the public. An improved version of the original design can be inspected on the Carlight stand. The length is 17ft and the weight 1ton 7cwt with gas cylinders and all other necessary equipment. The most unusual feature is the double entrance door, and unique methods are employed in the never-ending quest for lightness.

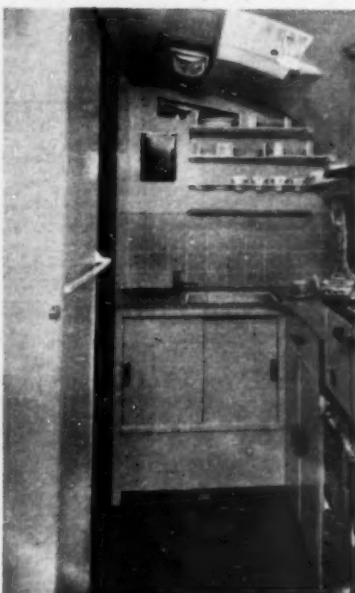
Interior panelling and furniture are in oak and there is a fitted thick pile carpet. The end kitchen is adequately equipped but provision is made for additional requirements to be installed. A feeling of complete comfort prevails and a short rest on the Dunlopillo upholstery before moving on leaves one with a very pleasant impression indeed.

The Carlight Colonial model also on show is the Mark V version and embodies the latest improvements in caravan design. Perhaps the most original of these is the fitted air-conditioning plant which is on show for the first time. This equipment has been designed and produced in response to an overwhelming demand from overseas. Its primary purpose is to cool and de-humidify the air inside the caravan and overseas visitors will be parti-

dence in each model is the considerable amount of storage space judiciously distributed.

**Coventry Steel Caravans, Ltd., 148, The Parade, Leamington Spa, Warwickshire. 187**

THE exhibits of this company in previous years have done much to convert many disbelievers in the caravan life. Hitherto, Coventry Knight models have been far beyond the pocket of the average motorist and it is here that one sees a real effort on the part of a manufacturer to cater for the buyer. The Coventry Knight 54, which is the centrepiece of the exhibit, has been completely



Another functional kitchen layout by Carlight Trailers. The opening skylight is a very useful addition.



## *Two new Models*

The Rover Company Limited announce two new models—the “Sixty” and “Ninety”—in addition to the well-known “Seventy-Five”. The “Sixty” has a 4-cylinder 2-litre engine, and is designed to appeal to the motorist requiring Rover standards of quality, comfort and performance with outstanding economy; the “Ninety” is powered by a 6-cylinder 2½-litre unit. All three models have the same basic chassis and bodywork, largely

similar to that of the successful “Seventy-Five”, and a number of improvements have been embodied including synchromesh on second, third and top gears, a new central gear-change, and side lamps mounted on the wings, easily visible to the driver. Rubber bushes and sealed bearings reduce grease-gun service to a minimum.

You are invited to examine these new cars at the Motor Exhibition—Stand Number 151.

### PRICES

|                | Basic Price | Purchase Tax   | Total            |
|----------------|-------------|----------------|------------------|
| “Sixty”        | £820        | £342 . 15 . 10 | £1,162 . 15 . 10 |
| “Seventy-Five” | £895        | £374 . 0 . 10  | £1,269 . 0 . 10  |
| “Ninety”       | £915        | £382 . 7 . 6   | £1,297 . 7 . 6   |

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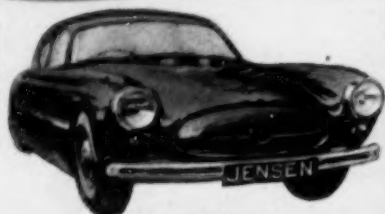
ALLARD PALM BEACH



NASH HEALEY



JAGUAR XK 120C



JENSEN 541



JAGUAR XK 120



BRISTOL 404



AUSTIN HEALEY



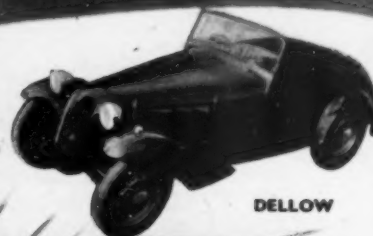
TRIUMPH



H.R.G.



SUNBEAM ALPINE

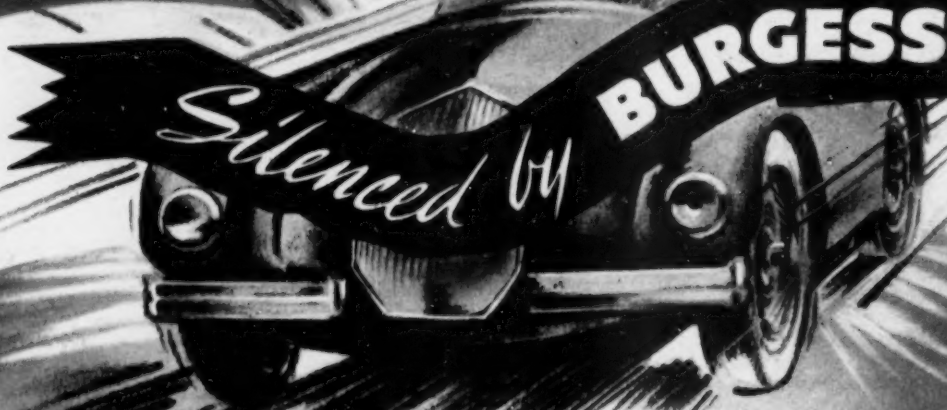


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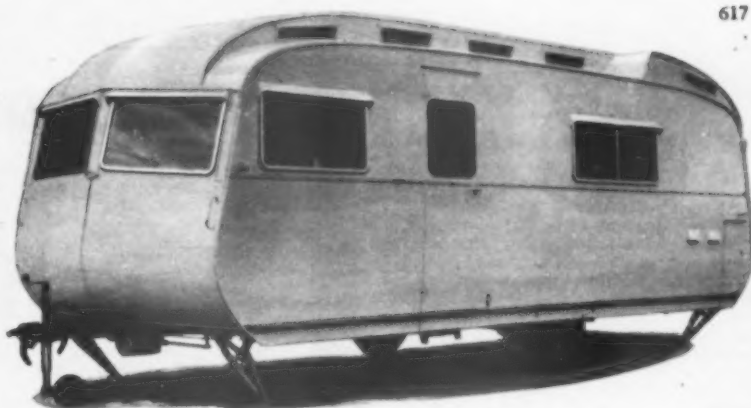


BURGESS PRODUCTS COMPANY LIMITED, SILENCER DIVISION, HINCKLEY, LEICESTER.



## CARAVANS stand to stand

redesigned and, instead of an aluminium body, the main structural shell has been built in Permaply, a resin-impregnated substance reputed to be almost indestructible. The use of this product in preference to expensive aluminium has resulted in the presentation of an extremely attractive caravan at an equally attractive price. The Coventry Knight should be seen by any potential buyer. The original Coventry Knight was offered to the public at a price of £2,200 and it is almost unbelievable that the new price is



An exterior view of the Colonial Mark V produced by Carlight Trailers, Ltd. The pleasant lines are a suitable introduction to the equally attractive interior.



The built-in kitchen unit of the Burlingham Kendal. The toilet is on the left.

only £765. The Perspex roof is retained and the overall weight of the complete caravan is less than 30cwt.

**Eccles (Birmingham), Ltd., Hazelwell Lane, Stirchley, Birmingham, 30. 173**

TWO new models emanate from this famous concern and make their first public appearance at Earls Court. They are the Coronet and New Democrat. The Coronet is 10ft long and 6ft 4in wide. This is a three-berth caravan with an all-aluminium exterior. A glance at the interior finish suggests that great care is taken in the construction of this company's products. All furnishings are French polished and the result of judiciously applied interior extras is a cosy, not in the least artificial, atmosphere. The New Democrat is 16ft 6in long and 7ft wide. This caravan can be supplied to suit individual taste and a most commendable feature is the adaptability of the heating arrangements; the fire can be made to burn coal or gas and prospective owners can make their own choice.

In addition, Eccles again show modified versions of the already popular New Imperial, Coronation and Alert Mark V models. Basically these caravans are the same as they were in 1953, but the detail improvements made since then are worthy of examination.

**Ensor Caravans, Ltd., 369, High Street, West Bromwich, Staffordshire. 174**

IT does not take long to realize that the Ensor company have been extremely busy over the past year. The light four-berth has been completely redesigned since the 1952 Show and even the smallest details have received a fair share of attention. This model retains that very desirable feature, a full-width bay window, and the original sleeping layout is as before; four people can easily be accommodated. The interior is furnished in highly polished oak and alternative layouts are available for individual needs. The exterior of the model on show is finished in cream.

It is difficult to leave the Ensor without feeling that there are probably few examples of such value for money.

The Ensor Elite is another outstanding exhibit. Five people can be accommodated if necessary and totally enclosed separate toilet and kitchen units make the van very attractive to the family buyer.

**Fairholme Products, Ltd., Colchester Avenue, Colchester Estates, Cardiff. 193**

ANY caravan enthusiast who visits Earls Court must have a look at the Leprechaun; this is a new Fairholme product, which, at a price of £270, should more than enjoy the success of its predecessors. The windows are framed in polished metal, and there is an inside toilet. Three people can be adequately accommodated in the Leprechaun's interior. The length of this model is 12ft.



A contrast of style is shown in the Siddall Rainbow (above) and the Sprite Mark II (below). The latter is produced by Alperson Products, Ltd.



The Talisman, produced by Freeman Caravans, Ltd., has an unusually roomy and well finished interior. The upholstery is particularly comfortable.



## CARAVANS stand to stand

Another newcomer is the Gladiator, a model which seems to be of high quality, though a glance at the price (£695) pleasantly surprises the viewer. A modified current model, the Silver Dawn, also graces the Fairholme stand. This is the very successful four-berth which was announced last year and which has enjoyed considerable success during the season. None of the caravans on this maker's stand at Earls Court has been on show before.

**Freeman Caravans, Ltd., Stoke Golding,  
Nuneaton, Warwickshire. 191**

**B**ASICALLY, the products of this company remain as they were in 1952. The inevitable detail improvements have been incorporated and the Talisman and Clansman are exhibited as examples of current productions. Externally, it is not possible to determine whether any change has been made in design, but the fact that both the models which are on show have been singularly successful during the past year suggests that no outside modification was considered necessary. The windows of the Talisman and Clansman are of moulded plastic but chromium-plated brass frames can be fitted if necessary. A step box is fitted to each model and the general finish is of a very high order.

The price of the Talisman is £1,050 and that of the Clansman £850. The Talisman is 19ft 6in in length and the Clansman 4ft shorter.

**Jubilee Caravans, Ltd., Bridge Works,  
Wednesbury, Staffordshire. 184**

**T**HIS maker exhibits the Gadfly and the Wasp; the former is 15ft 6in in length and weighs 20cwt. On entering it, the most noticeable and pleasantly designed feature is the compact end kitchen with its practical layout and comprehensive equipment. Drop-down flaps completely hide the cooker, refrigerator and sink unit when they are not in use and it is difficult to imagine the presence of such functional units until a demonstration is carried out. A large chest of drawers and sideboard unit provide adequate storage space in the nicely appointed living quarters.

The Wasp is a 17ft 6in model of proportionate dimensions and has been designed to cater for the large family. The main difference between this model and the Gadfly is the extra room provided by the additional two feet in length.

**O. G. Lywood, Ltd., North Hyde Road,  
Hayes, Middlesex. 177**

**F**OUR beautiful examples of this company's products are found on their stand. Perhaps the most outstanding is the Clubman Special, a model which made its appearance last year. It is a 15ft model with low external appearance and a graceful roof line. The wall and roof cavities are filled with Fibreglass insulating material and this provides an anti-drum effect which greatly deadens road noise when travelling, as well as acting as a heat repellent or conservator.



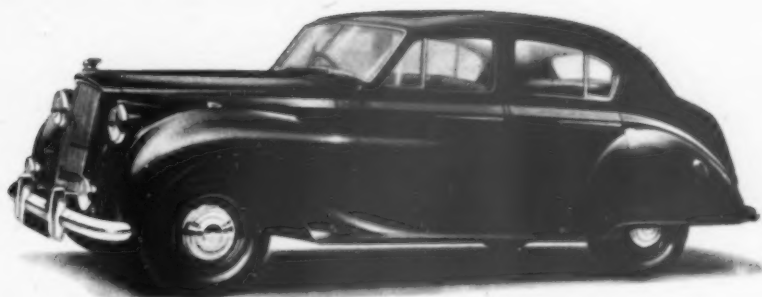
Lywood's Clubman Special. The stable door of this £655 model does not detract from its sleek lines.



The Ensor Elite. The exceptionally low floor line adds to the roadability of this model, and five people can be accommodated if necessary.

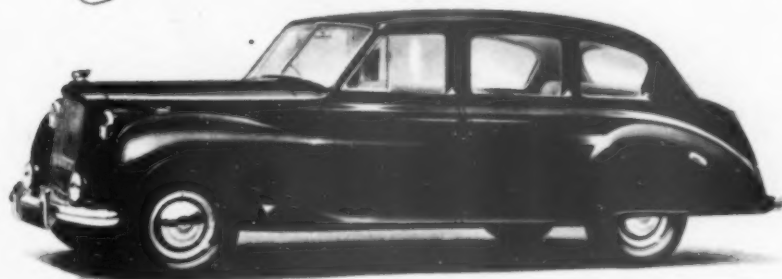


The completely redesigned Ensor light four-berth caravan. This model now has an end kitchen and a vastly increased amount of cupboard space.



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## CARAVANS . . . stand to stand

A 1954 version of the Mayfair is also on show and concentration seems to have been centred on the interior appointments of this model. An unusually large amount of seating accommodation is provided in the living compartment and more floor space has been made available, a very desirable feature in this comparatively narrow van, which measures, at its widest point, 6ft 9in.

Two versions of the Lynx model are also available for inspection and the main differences centre on the interior layouts. One is a four-berth and the other a two-berth model. The prices vary, of course, the four-berth costing £100 more than the smaller version, which costs £625.

**Northampton Caravans, Ltd., Kettering Road North, Northampton. 176**

**T**WO new caravans appear. The first of these, the Glider Series VII, is a 10ft lightweight four-berth model of extremely sound design. The exterior panelling is aluminium and the composite wood floor belies the fact that the structure is not one of permanence. Four polished aluminium alloy framed windows are fitted and these, in conjunction with the cream finish of the interior, provide the

a light towable caravan, and the interior appearance and fantastic roominess are no less intriguing than the many exterior features. Full view windows are provided at the front and rear and the interior walls are panelled from floor to ceiling in oak veneers. The price is also specially attractive, at only £180 (basic).

Also on the Paladin stand are the Nomad and Wisdom models, which have both been produced specifically to meet the needs of a variety of users. The Nomad is two feet longer than the Wisdom at 16ft. Table tops in both models are covered in a durable plastic material. The 18ft Forsythe is another Paladin product with numerous features of interest.

**M. R. Pascall, Ltd., Pilot Works, Oaken-gates, Shropshire. 181**

**A** DEVELOPMENT of the already well known Panther range, the Panther VI, is the solitary exhibit on the stand. The proved exterior of this model remains much the same as before, but the interior has been completely redesigned. Oak, inlaid with walnut, is the basis of the interior finish and an unusually large, 6ft by 3ft bathroom with an imitation tiled



Two views of the lounge in the Alperson Sprite Elizabethan Mark II.



Singularly attractive in external appearance is the Talisman produced by Freeman Caravans, Ltd. The large bay at the front allows a maximum amount of light to penetrate to the interior.

van with a particularly light interior.

The Glider Series VI is a five-berth model and contains the latest refinements in caravanning. This model is completely insulated throughout and the expensive-looking oak-faced plywood of the interior by no means suggests that the complete model costs only £370.

**Paladin Trailavan Co., Ltd., 464, Dunstable Road, Luton, Bedfordshire. 190**

**T**HE days of the Paladin Pixy are numbered, for this company has now produced a new version of this popular light caravan. Known as the Mercury, this 12ft ingeniously designed "midget," as it might be called, would appear to have been conceived in collaboration with the small car manufacturers. It is undoubtedly an attraction to those who want

finish provides a fair degree of "permanent" reality. Attractive in every way, this exhibit is worthy of very serious consideration.

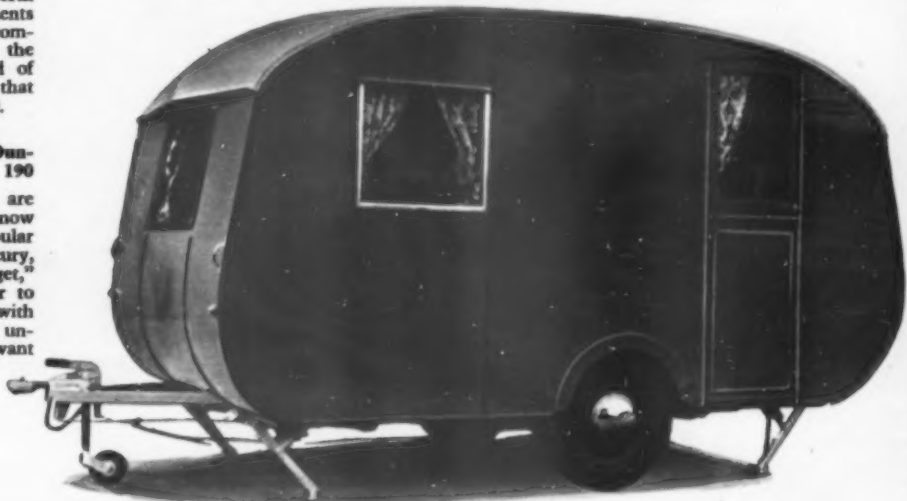
**Raven Caravans (Jablo), Ltd., Mill Lane, Waddon, Croydon, Surrey. 172**

**T**HE Montrose Castle, a caravan which costs £625, accompanies three other models on this manufacturer's stand. A much improved version of the Arcadian 17ft four-berth looks quite formidable beside the 12ft Savoy. Both models are worthy of attention and a high standard of finish to the products on this stand is very much in evidence.

**Rollalong Caravans, Ltd., Southampton Road, Ringwood, Hampshire. 179**

**T**HE Hermes, latest creation from Ringwood, takes pride of place on the stand of this important manufacturer. This is a variation on the previous Sun-

The handy-sized Cheltenham Deer is attracting a great deal of attention.



## CARAVANS stand to stand

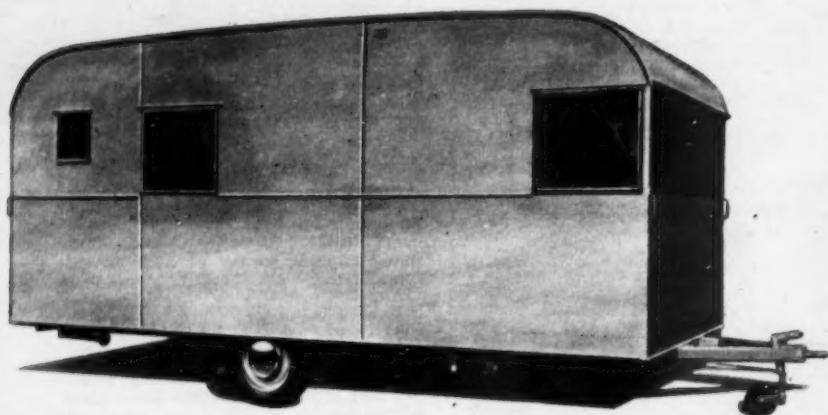
ray and Sunbeam models and a very pleasant variation at that. It is a convertible two-berth caravan which can be made to accommodate four in comfort. There are bed seats for occasional visitors and feminine viewers of the Show will undoubtedly admire the kitchen fittings. The Meteor caravan also on this stand is already well known and certainly looks like a formidable addition to the products of this company.

Siddall Caravans, Ltd., 343, Old Bath Road, Cheltenham. 188

A SUGGESTION of sunshine seems to have found its way into Earls Court in the exhibits of the Siddall com-



The Burlingham Kendal, a new 15ft model on show to the public for the first time.



The Sprite Mark II, manufactured by Alperson Products, Ltd. is a four-berth model designed for the family.

pany. Four models, two Sundials and two Rainbows, grace their stand.

Exterior appearance has been generally improved since last year and extra windows have been incorporated at the front. Siddall caravans are available in a variety of styles; both models can be adapted to suit almost any requirement.

Thomsons (Carron), Ltd., Skaithmuir Hill, Carron, Falkirk, Scotland. 178

FAMOUS for steel, Falkirk is an ideal base for the manufacturer of caravans. Thomsons seem to have taken very definite advantage of this and their three exhibits at Earls Court this year are worthy of close examination. The Mark II residential van has been produced in answer to the demand for the 1953 version of this model. Fibreglass insulation is used throughout and mains electric and gas lighting are installed. The two-berth lightweight model from the same stable is at the other end of the scale and caters for the small car owner. The Mark V Almond four-berth, also on show, costs only £175 ex-works and is very attractive indeed.

All models in this range are panelled in aluminium, and interior furnishings are in natural wood, french polished.

Willerby Caravan Co., Ltd., Main Street, Willerby, near Hull, Yorkshire. 189

A COMPLETE range catering for the every need of any caravan enthusiast is exhibited. The Willerby Home is there to be looked at enviously and the spaciousness of this very permanent product will be noted. At the other end of the line is the Willerby Junior Mark II, which is suitable for cars of 8 h.p., by the old reckoning, and upwards. This model has a centre kitchen and two double beds. The entire interior is finished in medium oak, resulting in a very pleasing appearance. The Willerby standard four-berth model also on show has been specially designed for touring holidays and can be towed easily by cars of 12 h.p. and upwards. Four can sleep comfortably in the spacious interior and two wardrobes are fitted.

The Willerby Junior Home is also on show and is the smaller brother of the Willerby Home. This model is attractive in that it provides everything contained in the larger model without having the bulk.



The Leprechaun, produced by Fairholme, Ltd., of Cardiff. It is an exceedingly handy model which is attracting motor caravanners' attention at Earls Court.

# *leaps ahead* with these NEW Models

## *Pathfinder*



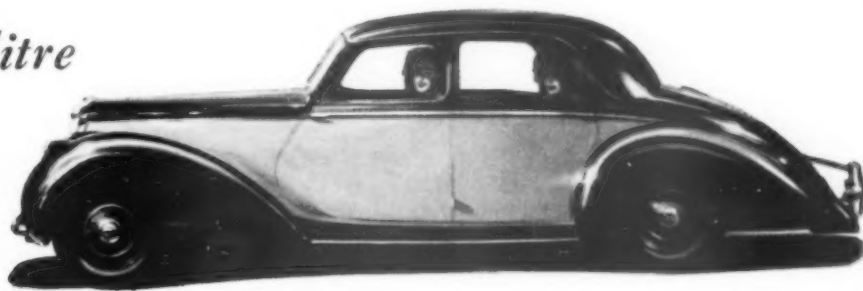
*The Riley Pathfinder*

Here is the latest, the most exciting car of a great English breed—the new PATHFINDER. Powered to put it in the 100 m.p.h. class with all the dash and spirit that goes with it. Styled for roomy comfort and with really generous luggage space. The improved steering and advanced suspension give delightfully accurate control at all speeds. Truly a car for the enthusiast.

### *Highlights in the specification*

- ★ Powerful engine with hemispherical cylinder head
- ★ Coil springs in rear suspension, Torsionic front suspension
- ★ Gear lever at right of driving seat
- ★ Optional bench or bucket seats at front
- ★ 12" hydraulic brakes
- ★ Telescopic shock absorbers
- ★ Steering entirely free from road reaction
- ★ Heater as standard equipment

## *1½ litre*



The elegant new styling of the Riley 1½ litre model makes this craftsman-built car even more attractive. The famous Riley engine—developed from tried and tested racing units—is as exclusive in design as in performance. Compare the easy, responsive steering. Note the superior suspension. Yes! a Riley 1½ litre is something rare in cars to-day. To drive a Riley is to know what "Magnificent Motoring" really means.

RILEY MOTORS LIMITED, Sales Division, COWLEY, OXFORD

London Showrooms: RILEY CARS, 55-56 PALL MALL, S.W.1 Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1



# New ANGLIA and New

*The New Anglia and Prefect* are two beautiful cars which out-date previous ideas of light-car motoring. They give more room and style at less per mile. Their lively engines give vivid acceleration and high cruising speeds. Yet the ideally balanced power-to-weight ratio ensures small car petrol consumption, reduced engine wear and amazingly economical running costs.



*Anglia*

*Now!* '5-Star'



*Consul*

The Monte Carlo Rally winning Zephyr and the 4-cylinder Consul are powered by brilliant 'over-square' engines. Yet both reach high speeds so smoothly, and have handling qualities so unusual, that they are among the safest cars on the road. They combine, remarkably, the liveliness of a sports car with the spacious comfort and thoughtful detail



BY APPOINTMENT MOTOR  
VEHICLE MANUFACTURERS TO  
THE LATE KING GEORGE VI  
FORD MOTOR COMPANY LTD.

**Ford**

**'5-Star' motoring—**

**the best at lowest cost**



# **PREFECT** in the '5-Star' class !

*The New Anglia and Prefect have independent front-wheel suspension similar to the Consul and Zephyr 6 for easiest riding and safest cornering. Their centre-slung seating and roominess ensure arm-chair comfort for 4 big people. Wide-angle vision, hydraulically operated brakes and clutch, light and positive steering make these cars superbly safe and easy to drive. Here are the world's first light cars in the '5-Star' class.*



*Prefect*

## **motoring for all !**



*Zephyr 6*

of a family saloon. In fact, these cars offer you the performance, style and comfort previously associated with very expensive models. That is what we mean by Ford '5-Star' motoring. It is a class of motoring long awaited and which Ford have been the first to make possible for everyone.

**STAND No 137  
EARLS COURT · LONDON**

*There is a Ford Dealer at your service in your Town*

# BORG & BECK

REGD. TRADE MARK



*Achievement*

Every motor road in the world  
carries vehicles fitted with equipment produced  
and serviced by the global organisation of Borg & Beck  
and the associated Lockheed companies. The experience accumulated in  
meeting the varied demands of automobile manufacturers in  
so many lands has given Lockheed unequalled resources and potential  
to supply the needs of the world's motor industry

**MOTOR SHOW - STAND 368**

in the years to come.

## **THE BORG & BECK CLUTCH**

LOOK TO LOCKHEED and associated companies FOR LEADERSHIP

AUTOMOTIVE PRODUCTS COMPANY LTD · LEAMINGTON SPA  
C.I.L.

# CAR RADIO

## HOME AND EXPORT SETS SIMPLIFIED AND RESTYLED

**T**HIS year the addition of Pye increases the number of exhibitors of car radio to five, and the range of sets available for the home market and for export is impressive. Since last year progress has been made in simplifying the controls and in restyling to suit modern car interiors. The use of tools to reset pre-selected stations is now generally unnecessary, and it is possible to have, in a sense, a number of manual tuning bands which can be set as desired, actual station selection then being made simply by switching from one band to another. The technical specification varies from four-valve to eight-valve sets, with appropriate price differences, but even the least expensive is not cheap for home purchasers because of the continued imposition of purchase tax.

**E. K. Cole, Ltd. (Ekco), Southend-on-Sea, Essex.** 90

**D**RUM tuning is used on the new CR152-F, which is for use on Ford Consul and Zephyr cars. There are three drums covered normally by a hinged lid. When the lid is raised the stations selected by each of the drums can be changed, and the driver or passenger can change from one station to another simply by operating a switch. Two of the drums operate on the medium wave and the third on the long wave. It is a six-valve set with a basic price of £21 2s 7d, making a total with tax of £28. Ekco also make and are displaying an eight-valve set intended for world-wide listening on short as well as medium and long waves. It is intended specially for overseas motorists and costs £31 6s 4d. The home market total price is £41 10s.

There is also another set (with six valves) for fitting to any car. This, the CR117, is in three sections and costs, with tax, £29. A further set is specially intended for cars in which it is desired to use up to four speakers.

**Delco-Remy-Hyatt, 111, Grosvenor Road, London, S.W.1.** 421

**D**R.H. continue with their Trimatic model 342, which is already well known. It is one of the less expensive

Tuning scales for Ekco's set, designed for Ford Consul and Zephyr cars.



sets for, even with purchase tax, the price is £26 5s. The set uses four valves and the control panel is in unit with the set proper, with a separate speaker which can be mounted beneath the dial or in any other convenient position. This set also has three tuning drums (two for the medium wave and one for the long wave) which can be set by hand, the stations then being selected by a switch.

Also to be seen on this stand is a selec-

**S. Smith and Sons (Radiomobile), Ltd., Cricklewood Works, London, N.W.2.** 350

**H**IS Master's Voice radio made by Smiths is fitted as standard or is an optional extra on many makes of British car, and it is seen on many of the car stands as a result. But, of course, it is available for fitting to any car, and for the home market there are two



This Radiomobile control unit has five push-buttons, and used with the B amplifier it is part of the de luxe eight-valve set. The B amplifier can supply two loudspeakers.

tion of aerials for side, roof or under-floor mounting. These range in price from £1 9s 6d to £1 15s.

**Pye, Ltd., Cambridge.** 94

**E**XPORT customers may well make for the Pye stand, where the car radio display is limited to a purely export set. This is the PE58CR 6-volt (or PE59CR 12-volt). It is a six-valve set with five wavebands, one being for the medium wave and the remainder short wave covering the 36-64, 31, 25 and 19 metre bands. No price is quoted, as this depends on the country in which the set is delivered. The remainder of the stand is used to display radio-telephone equipment for hire car use.

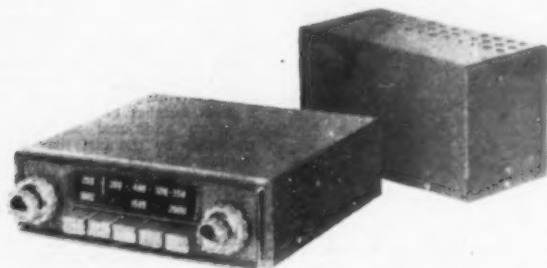
basic control units and two amplifiers so that a number of combinations can be chosen. The lowest price of these is the model 4100 with the five-valve A-type amplifier. The B amplifier has eight valves, and used with the model 4200 and two loudspeakers it provides the de luxe combination. The export versions of these sets are the 4102 and 4202. Another set is the new 4260, which is basically similar to the 4200, but it has been restyled. It is just coming into production.

Aerials are also on show, including the type which is mounted above the windscreen and which can be turned into the "parked" position from inside the car.

**World Radio, Ltd. (Motorola), Edgware Road, London, N.W.2** 390

**T**WO new models are being shown by Motorola, one being an eight-valve set called the Golden Voice model 821, which costs £32 19s including tax. The other is the six-valve model 621, which costs £28 18s. Both of the radios have five-station push button tuning, and these pre-set stations can be changed very simply without the use of tools. The cabinets have been restyled and the new appearance is effective. It is smart and has lost the rather over-shiny appearance of earlier models.

Included on the stand is a range of aerials, separate speakers, rear speaker kits, and radio parts and accessories.



Motorola have five pre-set stations selected by push buttons on both their sets. The styling is quite new, designed to blend with modern car interiors.

# ACCESSORIES

## A Guide to the Great Display



This fine mascot, a horse's head in the Graeco-Roman style, is one of a Desmo series.

**AC-Delco, Watling Street, Dunstable, Bedfordshire (217)**

Here is shown every variety of sparking plug, including some for high-efficiency engines requiring special heat-resisting qualities. Some of these plugs are shown sectioned. Among the air cleaners and silencers which are shown, particular stress is laid on the more elaborate oil bath cleaners, which have a higher efficiency than the simpler types. There are also oil filters, complete instrument panels and separate instruments. Fuel pumps include the kind which is a combined fuel and vacuum pump, for serving the requirements of both the windscreen wiper and the carburettor. Miscellaneous fittings include thermostatic radiator pressure caps and crankcase ventilation valves, together with oil pressure switches, petrol gauge units and fuel filters.

**Afford and Alder (Engineers), Ltd., Maylands Avenue, Hemel Hempstead, Hertfordshire (267)**

Independent front suspension assemblies and steering tie rod assemblies are exhibited.

**Amal, Ltd., Imperial Chemical House, Millbank, London, S.W.1 (228)**

The Amal company makes those small motor cycle carburettors which are very efficient at full throttle openings. They are often used in multi-carburettor installations for racing car engines.

**Andre (Components), Ltd., 38, Felsham Road, Putney, London, S.W.15 (224)**

To the oil-immersed friction plate dampers made by this company was last year added a very interesting telescopic model, which uses very light pressures

and stresses. Like the lever damper, it does not have dry friction, which might give harshness, the friction material being highly absorbent and containing a lubricant. There are also shimmy dampers for steering gear track rods and Hartford shock absorbers for the vintage car. The new telescopic damper is shown in such a form that its working can be easily comprehended.

**Harold Andrews Grinding Co., Ltd., Bristol Road, Birmingham, 29 (304)**

This company exhibits Hagco centrifugally cast cylinder liners and a great number of other special castings. There are also valve seat inserts faced with Stellite or an alloy called Silmocom.

**George Angus and Co., Ltd., Angus House, Newcastle-on-Tyne, 1 (388)**

The oil seals shown here rely on a special oil- and heat-resist-

ing synthetic material, which besides giving a high degree of sealing efficiency will also withstand high rotating speeds and high temperatures. They have what is called hair line-lip contact to keep down friction and speed up running in.

**Anti-Attrition Metal Co., Ltd., 56, Victoria Street, London, S.W.1 (378)**

This company shows bearing metals of various kinds.

**Armstrong's Patents Co., Ltd., Eastgate, Beverley, Yorkshire (222)**

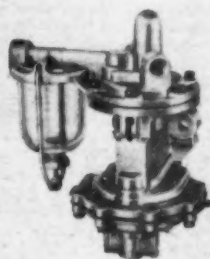
Among the hydraulic dampers seen on this stand is the new "R" type lever model, which has been recently developed to overcome the problem of fade under arduous high-temperature conditions. Besides dampers, there are also working models of a complete independent suspension illustrating the functions of lever and telescopic dampers.

**Autocar Electrical Equipment Co., Ltd., 32-34, Albert Embankment, London, S.E.11 (349)**

Many things which are unfamiliar to the British motorist are seen on this stand, for the firm deals on a large scale with American and Continental accessories and components. Amongst the American equipment are the carburettors of the Holley and Carter corporations, and there are a great number of American

electrical components and test rigs. French products found here include the traffic indicators, lamps, time switches, and flashing indicators of the French firms of Scintex, Autoroche and Sabel. One of the Sabel accessories which is interesting is a decorative extension for exhaust pipes.

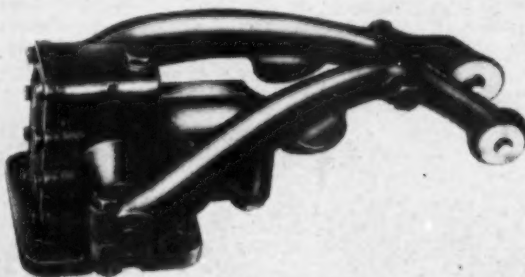
American carburettors are of considerable interest to the technically minded Show visitors.



An AC double pump for both fuel supply and a vacuum wiper line.

**Automotive Products Co., Ltd., Tachbrook Road, Leamington Spa, Warwickshire (382)**

The components seen here include the manumatic gear control system which makes it possible to achieve smooth and shockless gear changes, by moving the gear lever without use of the accelerator or clutch pedal. It made its appearance at last year's show. There is a Purator micron oil and fuel filter, which is standard equipment on a great number of vehicles, but is given additional interest to motorists by the fact that conversion kits are available which enable it to be fitted to popular cars which do not have a micro-filter, for removing the very finest gritty and metallic dust from the oil. The oil filter element is a plastic-impregnated paper.



An i.f.s. wishbone and a hydraulic piston damper combined (Armstrong).



# at the Show

## in the Galleries at Earls Court

ently, as a valuable property. The lubrication firms, too, have something to show him in that connection. There are completely new tyres in the row of tyre makers' stands, some of them for snow and awkward conditions, others for higher performance.

It is good to see that so many component manufacturers have achieved live, active displays, with things like independent suspensions working on simulated bumps. They are worth study, for it is true that the cost of running a car and its pleasures (and m.p.g.) have a lot to do with knowledge of cars.

The following guide is comprehensive, and points out what there is to see on all the stands. It is, inevitably, long. But it enables the visitor to locate the things which will interest him and meet his needs. It is all too easy, in casual and unplanned perambulation, to miss very many good things.

### Bambergers, Ltd., 27/28, Finsbury Square, London, E.C.2 (59)

There is still a great deal of wood used in the construction of a car and Bambergers show choice hardwood, softwood, plywood, veneer and hardboard.

### Barnacle, Ltd., Barnacle Works, Bensham Lane, West Croydon, Surrey (391)

The Barnacle speciality is accessories — ashtrays, licence holders and mirrors—which are fixed by rubber suction cups; one of the registration disc holders has been compensated to make it conform to curved windscreens. But the company also makes handsome plated exterior mirrors, with universal fittings for both wing and door pillars. An interior mirror has dual surfaces, a day glass and an anti-dazzle



A Barnacle exterior mirror with heavy chromium plating and universal mountings.

night glass. Another anti-dazzle device is a tinted Perspex vizor which has arm mountings which enable it to assume an unusual variety of positions.

### Beans Industries, Ltd., Hurst Lane, Tipton, Staffordshire (429)

Here are machined components gear boxes and front axles, cylinder blocks and heads and a number of other castings.

### G. Beaton and Son, Ltd., Beatonson House, Victoria Road, London, N.W.10 (241)

The products of this company are windscreens, balanced window mechanisms, adjustable bench and bucket type seats, metal-framed windows ventilating louvres, door silencers, and metal body fittings of various other kinds.

### Belling and Lee, Ltd., Cambridge Arterial Road, Enfield, Middlesex (7)

Television suppressors for the plugs, and h.t. main lead, are shown and demonstrated here. The suppressors are in essence small condensers, and when fitted to the plugs they are combined with a water and dirt protecting cap which has a skirt coming half-way down the insulator. There is also shown, for breakdowns, a combination of a white light inspection lamp and a red warning beacon which is visible at a considerable distance, although the unit is not very big. It works off the car's battery, and has 21ft of flex so that it can be taken from a dashboard plug to anywhere around the broken down car.

### Bendix, Ltd., King's Road, Tyseley, Birmingham, 11 (287)

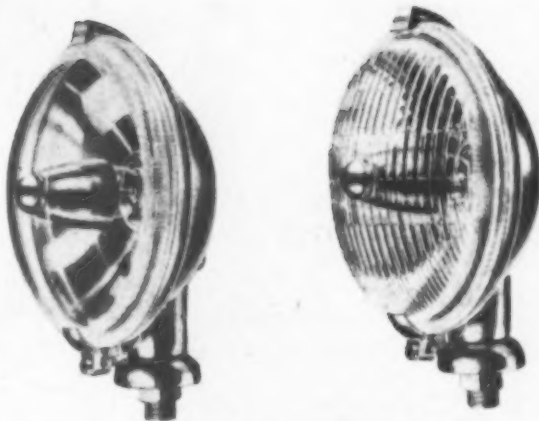
Besides lined replacement brake shoes and kits of replacement parts, Bendix show brake actuating cables for both foot brake and hand brake mechanisms.

### Walt. Bennett (Spare Parts), Ltd., Bradnor Road, Wythenshawe, Manchester (322)

This company supplies spare parts for a variety of cars. A wide and varied selection of the items they handle is on show.

### Benton and Stone, Ltd., Aston Brook Street, Birmingham, 6. (244)

Enots chassis lubrication nipples and a great variety of grease guns, and hydraulic jacks, are the main products of this company. There is a very fine automatic chassis lubrication system shown on the stand. It is fed from a one-shot reservoir under the driver's control. A variety of filters, taps, tank caps, fuel line cocks, control rods and spring-loaded joints are also shown.



The new Lucas twin lamps, long-range and fog. With their domed, milled edge lenses, and conical central bulb shields, they have a distinctive appearance. They are smaller than existing types.

Amongst the jacks, there are some with a very low height in the unraised position.

### T. M. Birkett and Sons, Ltd., Thomas Street, Hanley, Stoke-on-Trent (2)

The castings and machine parts shown are nearly all of non-ferrous metals, especially the high duty bronzes such as phosphor bronze.

### Birmingham Aluminium Casting (1903) Co., Ltd., Dartmouth Road, Smethwick, 40, Staffordshire (259)

The castings on show on this stand are used in a wide sphere for water pumps and radiator parts. Many of the castings shown are of aluminium and zinc alloys. This company also specializes in the production of corrosion resisting castings.

### Blumel Bros., Ltd., Wolston, nr. Coventry (253)

Among the number plates and their digits shown is a new kind of digit called the Satin Silver. It is made in anodized aluminium of triangular section. There are also solid white digits of similar section, and inexpensive embossed plates which are in

one piece, with the letters and figures raised and polished, and a black background. Among the steering wheels pride of place is taken by the telescopic wheel which is standard equipment on many cars. Other steering wheels are the Brooklands and Silverstone models which have stainless steel wire spokes and smooth plastic rims.

There are many plates such as the G.B. plates (available in one version with a Union Jack border) and new reflectors. The reflectors are made of a material which has been called Scotchlite, and has a high power to reflect light back to its source. These reflectors appear as red rear reflectors, but there are also silver-white ones for the front of the car. In view of the dangers attendant on failures of sidelights which are not visible from the driver's seat, some sort of frontal reflector seems to be quite a good idea.

### Borg and Beck Co., Ltd., Tachbrook Road, Leamington Spa, Warwickshire (368)

Of particular interest to the competition motorist and racing car enthusiast is a 7½in triple-plate clutch. The use of a triple



A fitting kit adapting the Purolator oil micro-filter to a popular car which does not have a micro-filter as initial equipment. (Automotive Products.)

## ACCESSORIES

at the Show

— continued —



Bosch oblong reversing lamp and fluted-lens fog lamp.

plate enables diameter and weight to be cut down, an important factor when very high speeds and violent use are to be considered. One of the technical problems of racing cars is incipient slip during high speed changes when everything is running hot, and this has been borne in mind. Amongst the clutch features are uncushioned drive plates and centrifugal assistance. The steel intermediate pressure plates are driven from exterior gear teeth.

**Bosch, Ltd., South Audley Street, London, W.1** (273)

This year there is shown for the first time since the war a complete range of Bosch lighting, ignition and generating equipment. Of particular interest to



The metal filter elements are of new design.

**Bowden (Engineers), Ltd., Victoria Road, London, N.W.10** (221)

Bowden make the sheathed control cables which are used on cars for operating the choke and other components.

**Bowmaker, Ltd., Bowmaker House, Lansdowne, Bourne-mouth** (85)

This is a firm of industrial bankers who provide finance facilities to motor traders.

**Boyriven, Ltd., 54, Torrington Place, London, W.C.1** (336)

This firm supplies body builders' materials. They include Bedford cords and other

special aluminium backing which is claimed to have very good resistance to fade. There is a very great variety of brake linings and clutch discs, some of woven materials and some of the moulded type. The woven ones incorporate wire reinforcement of zinc or brass. There is a new flexible moulded brake lining supplied in rolls and can be cut to suitable lengths and fitted to any shoe, as well as in segments made to pre-determined radii.

**Bramber Engineering Co., Ltd., Springbok Works, Waterloo Road, London, N.W.2** (295)

Besides coil and laminated leaf springs, axles, axle components and wheels, there is on this stand an interesting rubber-based suspension which appears this year in new versions, including a heavy-duty one for use on colonial type road surfaces.

**Bricovmo, Ltd., Brico Works, Holbrook Lane, Coventry** (352)

Under the trade names of Brico and Covmo this company exhibits special wear-resisting replacement components for use when overhauling cars. There are chromium-plated top piston rings, which are known to have an effect in prolonging bore life. And there are various kinds of wet and dry cylinder liners, valve seat inserts, and a most elaborate piston ring expander, which gives uniform expansion all round the ring to avoid breakage. The most arresting of the pistons shown are the Covmo XL de Luxe, because,

**British Belting and Asbestos, Ltd., Scandinavia Mills, Cleckheaton, Yorkshire** (264)

Among the Mintex friction linings seen on this stand are specimens of the kind of brake liner which was used for the remarkable disc brakes which contributed so much to the triumph of Jaguars at Le Mans this season. Besides the actual friction materials shown there are two interesting testing machines, a decelerometer and a pressometer. The latter is a little machine which records the pedal pressures which the test driver is using to obtain his stopping distance results.

**British Bundy Tubing Co., Ltd., 75, Grosvenor Street, London, W.1** (19)

This company's tubing is particularly concerned with hydraulic brakes, petrol and lubrication pipe lines, and there are typical production specimens of completely fabricated pipes, with their ends and joints.

**British Indestructo Glass, Ltd., 27-29, Park Royal Road, Willesden, London, N.W.10** (91)

Safety glass windscreens shown here include curved models both in toughened glass, and laminated glass with an inter-layer of vinyl which will not discolour under the influence of sunshine.

**British Jaeger Instruments, Ltd., Cricklewood Works, London, N.W.2** (258)

Every conceivable type of facia panel instrument of the type produced by this company is displayed on this stand. The plain appearance of the current types on show signifies the end of the semi-legible type which has, in the past, graced the facia panels of almost every quantity produced car.

**British Light Steel Pressings, Ltd., Warple Way, Acton, London, W.3** (425)

A manufacturer of sheet metal and presswork for body work, British Light Steel is a subsidiary of the Rootes Group. They show a complete Sunbeam Alpine front end with wings, bonnet, scuttles, facia panel and the front of the doors. This exhibit has a burnished steel finish and is mounted on a revolving base. There are other examples of presswork and assembly work.

**British Piston Ring Co., Ltd., Holbrook Lane, Coventry** (376)

Under the trade mark Brico are shown pistons, piston rings, cylinder liners, part-length cylinder sleeves, valve guides and valve seat inserts, chill-face tappets, centrifugal alloy castings and a variety of other casting work. Among the rings, pistons and liners are special designs for prolonging engine life and cutting down cylinder wear, and the exhibits have therefore a special interest for those motorists whose major overhauls are drawing near.

**British School of Motoring, Ltd., 21, Harrington Road, London, S.W.7** (57)

Once again the B.S.M. is making the centre feature of its stand a reaction testing machine for measuring a driver's quickness of reaction in an emergency. Last year this machine was made to record some remarkably quick reactions.



The blind, frame and facia control of the new Broadfields Imperial radiator blind.



Plates and Separators in a partly sectioned Duco battery (Brown Brothers.).

private motorists are the auxiliary fog and long-range driving lamps, and the horns, which number some very loud models for Continental touring. Besides those with metric threads, there is now a range of Bosch plugs with British plug threads.

**Bound Brook Bearings (G.B.), Ltd., Trent Valley Trading Estate, Trent Valley Road, Lichfield, Staffordshire** (392)

The powdered metals which have come to be used in a variety of automobile engineering applications are here seen. These porous or sintered metals include oil-retaining, porous iron valve guides; graphite-impregnated bronze bearing; porous filters for fuel and lubricants; and a variety of structural parts.

upholstery cloths; twill, duck, canvas and alpaca for hoods and trimming; cellulose and p.v.c. leathercloths for hoods and upholstery; pile and hair carpets, rugs, loose covers; and a variety of other textiles. They also make window and seat frames and fittings, draught excluders and pipings, door catches and other components used in bodywork.

**Brake Linings, Ltd., Bridge Street, Burton, Derbyshire** (330)

There is no doubt that increased speeds and, it may be said, the increased weight of many modern cars have brought in their train serious brake problems. Among the new materials shown by Duro are resilient moulded brake linings with a

owing to their graphite-impregnated surfaces, they are completely black.

**Bright Manufacturing Co., Ltd., Meteor Works, Barracks Square, Coventry** (445)

Door seals, weather strips, draught excluders, mouldings, beadings, and window regulators are shown. One of these sealing strips is the Snappan M.S. type which contains an extruded rubber section, mechanically stitched to a rust-proof metal clip and provided with a moquette or worsted covering trim strip, also mechanically stitched. This is particularly easy to attach and can be used as an original fitting by an amateur workman, or if necessary as a replacement.

Another thing on this stand is a display of the tuition methods and special equipment developed by and for the school to enable disabled persons to drive, an activity which is pushed to a little beyond the frontiers of pure business.

**British Wagon Co., Ltd., 13, Grosvenor Crescent, London, S.W.1 (77)**

The company deals in hire-purchase finance facilities for motor traders.

**Broadfields Garage and Engineering Co., Ltd., Standard House, Cockfosters, Hertfordshire (270)**

This company were formerly distributors of another make of seat covers but as from the date of the Show they are making their own range of covers, which will be known as Imperial. The materials used include Bedford cord, Tygan, felt, moquette and a new cheap material. They have also introduced a radiator blind which is operated from the fascia. It is proofed against rust and weather and has quite a good-looking fascia control. Imperial car polish is also shown.



The Belling Lee Sparkmaster plug cover and TV suppressor.

**Brown, Bayley Steels, Ltd., Leeds Road, Sheffield, 9 (325)**

This company's products are stainless and heat-resisting steel sheet and strip, and also alloy and stainless steel bar and forgings.

**Brown Brothers, Ltd., 22-34, Great Eastern Street, London, E.C.2 (254)**

Brown Brothers are factors who supply parts, accessories and materials of all kinds to garages, but their stand, like the stands of other factors, is of interest to the ordinary motorist because a mass of different products of manufacturers of such items as auxiliary lamps are seen side by side, and more easily compared. The company has also its own range of accessories, which are made under the name Duco and comprise batteries, lamps, mirrors, leather paint, tyre gauges and tyre pumps.

**David Brown and Sons (Huddersfield), Ltd., David Brown Companies, Meltham, Yorkshire (252)**

Among the gear boxes shown is a new five-speed synchromesh gear box, the highest speed of which is an overdrive. Fourth

speed is the direct one. There is also a four-speed gear box with second and third gears in constant mesh. The other exhibits are rear axle worm gears, hypoid bevels and spiral bevels; timing gears, camshaft gears and differential gears.

**Butlers, Ltd., Atlantic Works, Grange Road, Small Heath, Birmingham, 10 (377)**

There has been considerable redesigning of the company's auxiliary lamps. The "saucer" lamp has a bulb holder and cap in the centre of the lens, which makes the changing of the bulb very easy. It is made as a pass lamp with half-fluted lens; as a clear glass long range driving lamp; and as a fog lamp with semi-fluted amber lens. As their name implies, the lamps have extremely shallow bodies. The reflectors have a vapour deposited aluminium surface.

There are hand-operated spot lamps, some of them being high powered marine lamps, and also new ranges of rear lights, side lights and inspection lamps. Some of the rear lamps have a stop light, and twin rear lighting bulbs wired so that if one goes out the other remains operational. The lenses are made to give a definite rearward beam so that they shall be visible at a long range. Other tail and side lamps have deeply domed lenses so that they are visible from the side of vehicles as well as from the front and rear.

**Camel Accumulators, Ltd., 61, Church Road, Gatley, Cheshire (448)**

The entire range of standard Duralife car batteries produced by this company is on show. A useful and time saving battery chart is also exhibited.

**Cape Asbestos Co., Ltd., 114-116, Park Street, London, W.1 (393)**

The Capasco non-fade moulded brake linings are shown in brake assemblies attached to a large revolving car wheel. Other friction products are clutch linings, carburettor heat insulating washers, and various asbestos plastics in sheet, moulded and machined forms.

**Car and General Insurance Corporation, Ltd., 83, Pall Mall, London, S.W.1 (78)**

This is an insurance company, and has representatives on the stand who can advise motorists on policies and insurance questions generally.

**Car-Coverall, Ltd., 168, Regent Street, London, W.1 (88)**

Loose seat covers for all makes of cars are shown in reps, Tygan, Bedford cord, linens, nylon, plaid, twill and woollen tartan. A pleasing combination of a Tygan seat with plain fabric sides of contrasting pattern takes the eye and there are also attractive waterproof tartans. Also unusual are covers in ocelot, which is a sort of mini-leopard.

**William E. Cary, Ltd., Red Bank, Manchester, 4 (367)**

This company displays a good selection of suspension springs. Specimens of coil and leaf units used on many current production cars are on show.

**C.A.V., Ltd., Warple Way, Acton, London, W.3 (249)**

The C.A.V. Company makes diesel fuel injection and other equipment, also, batteries and switchboards. Their exhibits are



These British School of Motoring controls enable a driver who has lost both hands to control a car safely.

principally concerned with the marine side of the exhibition.

**Caxton Name Plate Manufacturing Co., Ltd., Kew Green, Richmond, Surrey (75)**

A great number of name plates and identification tags are used for a variety of purposes in the motor industry and this company shows a display of every type.

**Ceag, Ltd. (Lumax Bulb Dept.), Queen's Road, Barnsley, Yorkshire (389)**

The demonstration of Lumax bulbs takes the form of a vibration unit to show the bulbs' resistance to hard conditions. There are also torches, and transformer units for running low voltage inspection lamps off mains current.

**Champion Sparking Plug Co., Ltd., Feltham, Middlesex (441)**

Champion make complete ranges of plugs for all family and sports cars, both British and American, and they are standard equipment on a great number of British vehicles. But a new item is sparking plugs with television suppressors built into the body of the plug, and there are also waterproof plug covers with suppressors incorporated. These covers can be fitted to existing plugs.

**A. W. Chapman, Ltd., Ranelagh Gardens, Fulham, London, S.W.6 (306)**

Now that a great many people are making their foreign exchange

allowances go a bit further by combining lavish eating and sightseeing with economical camping, there is particular interest in a Leveroll mechanism which enables the squab of a seat to be let down to the horizontal; squab and cushion in these seats are so made that there is no gap between them. This is a new model. Another new seat, besides having a reclining squab adjustable for angle, permits the squab to tilt forward for rear seat access in two-door cars.

**Chloride Batteries, Ltd., 6/10, Whitfield Street, London, W.1 (412)**

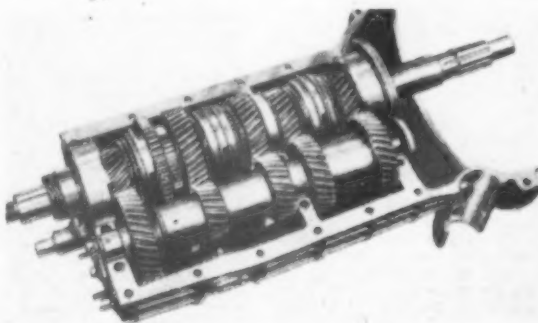
The Silver Exide is a new battery which uses a separator material of microporous plastic called Porvic, and the lead alloy used in the plates is also new, as is the container of hard moulded rubber. The Double Life battery is a heavy duty version of the standard battery and has a two-year guarantee.

**Chorley Precision Engineering, Ltd., Avenue Works, Chorley, Lancs (311)**

There is a complete range of track rod ends, drag link ends and drag links for 140 different vehicles to be seen on this stand.

**Robert Ingham Clark and Co., 129-131, Regent Street, London, W.1 (332)**

Finishes of all kinds for the motor industry are the concern of this stand.



The internal arrangement of a David Brown five-speed gear box.



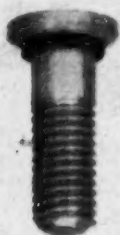
## ACCESSORIES at the Show . . . . . continued

**William Clark (Spare Parts), Ltd., Nobby Works, Hedley Road, St. Albans, Hertfordshire (321)**

The products of this firm go under the name of Nobby and they include a great variety of kits and parts of replacement units for both the auxiliary and main components of a car. Track rod ends and petrol pump parts may be instanced. One of the Nobby products is a straight-through silencer with a perforated inner pipe and an outer box containing sound absorbent material. Another is the Shake-proof lock washer, which has frilly tabs round its edges and grips nuts securely. Normal accessories such as mirrors and direction indicators are also made. The company's main business is, however, with replacement units and spares.

**Clayton Dewandre Co., Ltd., Titanic Works, Lincoln (430)**

There is no doubt that the servo-assisted brake is coming increasingly into the picture with the rise in car speeds. There are two new ranges of vacuum hydraulic servos of compact design, one of these being the unit now fitted to the Jaguar Mark VII saloon. This particular unit is designed for use with hydrostatic brakes and has a high output pressure with a low fluid displacement. Of still more



This leak-proof Dowty bolt has a seal under its head.

recent design and not yet in production are vacuum hydraulic concentric servos; in these the vacuum piston, reaction control guide and hydraulic output unit are concentric. The pedal operated hydraulic master cylinder is eliminated and the degree of vacuum boost is directly proportional to the pedal effort.

C.D. servo control equipment is widely used in adapting cars for the use of disabled drivers. There are self-contained servo units, hand-controlled, for the clutch, the brake, and even the gear lever, so that gear changes can be effected by a one-hand operation. The only requirement is that a driver must have two limbs one of which must be a hand and the other an arm, when he can drive any car with this equipment. There are also servo units for applying vacuum braking to touring caravans.

The complete range of car interior heaters includes those which are fitted to the Allard, Daimler, Lea-Francis and Triumph Renown models as optional equipment. Finally, Clayton Dewandre show an

automatic lubrication set for private cars. These systems have been widely used for commercial vehicles, especially buses, but this is the first time a car model has appeared.

**Clyde Alloy Steel Co., Ltd., Craigneuk Works, Flemington, Motherwell, Scotland (410)**

This company makes, and shows, forgings and machined parts for special duty, of high-grade alloy steels.

**Cocker Bros., Ltd., Fitzalan Works, Effingham Road, Sheffield, 9 (280)**

Laminated and coil springs for car suspension are shown, with silver steel, and light pressings for car construction.

**Commercial Ignition Co., Ltd., Great West Road, Brentford, Middlesex (408)**

The ignition components shown here cover the requirements of both English and American vehicles and there are parts for magneto as well as coil systems. Other exhibits are electric motors and relays for the push-button operation of rear blinds, windows and convertible hoods. And there is an interesting high voltage coil, a singularly compact one, for high performance cars. It sustains its voltages at exceptionally high r.p.m.

**Connolly Bros. (Carriers), Ltd., 39-43, Chalton Street, London, N.W.1 (246)**

The beautiful upholstery leathers which are a speciality of this firm are used to decorate the walls of the stand with good effect. Car leathers which are shown are now tropicalized, so that they resist attack by any insects, some of the tropical variety of insect being fond of untreated leather. Not long ago, Connolly Bros. co-operated with Dunlop to evolve new p.v.c. upholstery materials, which are called Dulon, and are this year exhibited in great variety.

**Cooper and Co. (Birmingham), Ltd., The Barleyfield Site, Brynmawr, Breconshire (226)**

This company specializes in dense, high grade felt, which is used for window channels, oil seals, polishing bobs and also machinery mounting.

**Cooper's Mechanical Joints, Ltd., 14, Liverpool Road, Trading Estate, Slough, Buckinghamshire (338)**

This firm supplies to car manufacturers gaskets of metallic and organic materials, and combinations of both.

**Cords Piston Ring Co., Ltd., 906, Harrow Road, London, N.W.10 (277)**

Cords piston rings are made of dished steel segments, and they exert upward and downward pressure in the piston grooves as well as pressing outwards against the cylinder walls. They are used as initial equipment, of course, but they are also popular for fitting to worn engines which are using oil. This year there is a colour film being shown on the stand. It is the record of an owner's experiences with a Ten and Cords rings, and there is a demonstration of the effect of these rings and a sectioned en-

gine, driven electrically. Cords also show piston skirt expanders.

**Cornercroft, Ltd., Ace Works, Coventry (261)**

To the familiar Ace Silver Peak number plates and the White Peak plates there was added just before the Show an entirely new number plate. It has interior lighting, and translucent digits which have a soft glow. To the Ace discs and Rimblisher plated wheel rims there was added not long ago a Turbo disc, a disc having small semi-spherical ventilating louvres. This has appeared for the Show in a version with a chromium-plated finish.

**County Electrical Services, Ltd., 151, Merton Road, London, S.W.18 (363)**

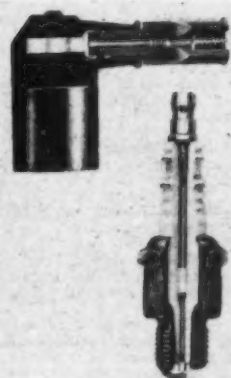
This is a firm of factors supplying retail traders and they show Lucas, C.A.V., A.C., Delco-Remy, S.U., Champion, K.L.G. and Lodge products.

**Cox and Co. (R.W.), Ltd., Delancey Street, Camden Town, London, N.W.1 (395)**

Cox and Co. are factors who supply accessories, components and materials to motor traders and the products seen on the stand are manifold. They cover Lucas, C.A.V., Crypton, Delco-Remy, S.U., A.C., Ferodo and Tyresoles products. Three makes of radio sets are seen on this stand, Philco, Delco-Remy and World Radio.

**Cox and Co. (Watford), Ltd., Watford By-Pass, Watford, Hertfordshire (407)**

Tubular adjustable seats, seat fittings, bent tube work, fully opening windscreens, and windscreen chain controls, are products of this company.



Waterproofing and TV suppressor caps for Champion plugs, and a plug with a built-in suppressor.

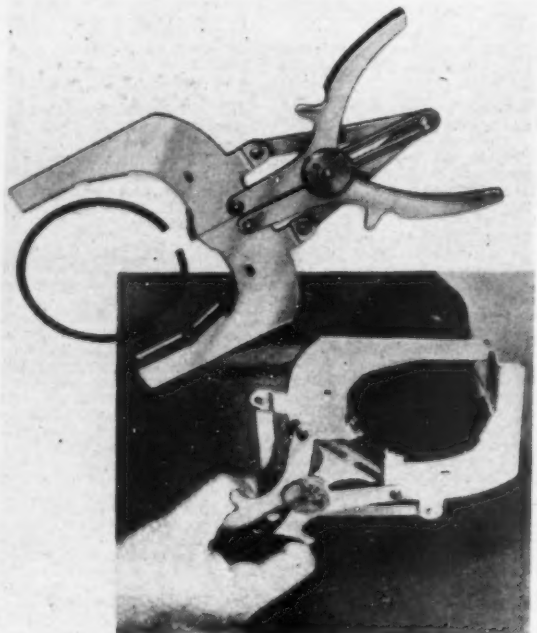
**Cresswell's Asbestos Co., Ltd., Wellington Mills, Bradford, Yorkshire (340)**

Here are seen various versions of Checko brake linings, one of which is the L3 hydraulically moulded liner for long-wearing qualities and non-fade characteristics. It is fitted as standard on many cars. There is a representative display of Girling and Bendix replacement brake shoes.

**Dartmouth Auto Castings, Ltd., Dartmouth Road, Smethwick, 40, Staffordshire (383)**

Engine castings for manifolds, flywheels and other components, with gear box castings, are shown here.

Some parts are made from irons of fine grain structure, for precision machining.



This Brico device gives an even grip for spreading and fitting piston rings.



**Delaney-Gallay, Ltd., Vulcan Works, Edgware Road, London, N.W.2** (232)

Some of the racing car light-weight radiators are being shown. There is a Cooper-Bristol unit, and a light-alloy side tank and rear tank for competition cars. Another radiator is that used for the Ferrari which races under the name of Vandervell Thin Wall Special. There are production radiators for Aston Martin and Connaught cars and oil coolers and heat exchangers of fin and tube construction. The Ferrari oil cooler is one of those shown. Among the heaters and screen demister units shown are included examples for all makes of car, and they include large models for limousines. There is a small and simple one for the Ford Anglia and Prefect (pre-1954 models) and this heater is shown in a mock-up arrangement to demonstrate the installation. A new model of the Delaney-Gallay heater is in preparation.



In the Delco-Remy interior heater system there is a compact radiator and fan unit. This is the new De Luxe.

**Delco-Remy-Hyatt, 111, Grosvenor Road, London, S.W.1** (421)

The standard D.R.H. heater with its plastic case housing a small radiator filled from the cooling system of the car once more appears on this stand. It is a compact inexpensive unit, but there is also, making its first public appearance, a de luxe version. It has a greater heater output, a pressure die-cast metal housing, a bronze expanded metal grille protecting the radiator, a new demisting control and a five-position illuminated switch controlling the degree of heat given forth.

The oil-filled heavy-duty ignition coil which has a great deal of punch but not an excessively high voltage, continues, but has slight modifications and improvements. There is a demonstration of D.R.H. Trimatic car radio and a range of aeriels, various electrical equipment, and spare parts. Electric motors, suspension damper fluid, AC fuel pumps and instruments, and ball and roller bearings are other exhibits.

**Desmo, Ltd., Scholefield Street, Birmingham, 7** (262)

An enormous display of chromium-plated accessories under bright lighting gives the Desmo stand a most striking appearance and the accessories are too numerous to mention in detail. There are auxiliary lamps and mirrors of all descriptions, including mirrors which "dip" to give anti-dazzle properties. Vizors, sump heaters of the small

and very large capacity kinds, picnic chairs, licence holders, are other accessories. Among the mascots is a fine horse's head constructed from solid bronze, hand chased and plated. There is a new red rear reflector which is very easy to fit and new tail lamps for fitting to the rear



Exide's Double Life battery.

wings. There is a badge bar which will fit both ancient and modern cars, having universal mountings.

The picnic chair is an interesting device. It has a metal frame and canvas seat and it is distinguished by the extremely small dimensions into which it folds for storage in the boot, and its light weight. Desmo also make horns, including the old-fashioned bulb horn with its mellow and pleasing tone, a fitting which is in considerable demand in some export markets. Among the lamps is a small and very neat plated reversing light, round and with a shallow body.

**Docker Bros., Rotton Park Street, Birmingham, 16** (238)

On this stand are shown examples of quick-drying synthetic finishes for cars.

**Dover, Ltd., St. James's Park Road, Northampton** (219)

A modern tendency to group the facia instruments immediately in front of the driver is reflected in the dominance of two-spoke steering wheels on the Dover stand. There are both rigid-spoked and sprung-spoked wheels, most of these using grouped stainless steel rods cast into the hub and rims covered with a glossy plastic called Doverite. The company makes

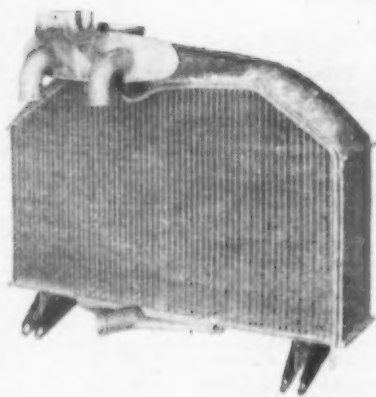
wheels for boats and aircraft, too, and a variety of fittings such as grab handles, which are given a plastic covering, and also gear lever knobs. "L" plates and other plates are shown and there are transparent oil cans. One of the two-spoke steering wheels is a new model and its style is very pleasing.

**Dowty Equipment, Ltd., Arle Court, Cheltenham, Gloucestershire** (6)

Fastenings are the main business of this company. There are sealed leakproof washers, one of which is a combination of a frilly tab shakeproof lock washer with a moulded rubber washer. There is a bolt with a seal under its head and various sealing rings and joints. An interesting new device is a quick coupling for hydraulic pipe-lines. When it is disconnected a valve automatically shuts off the fluid, and connection and disconnection can be made even when the fluid is under high pressure.

**Dualloys, Ltd., Boden Works, Chard, Somerset** (403)

Dualloys make bearing metals and bearings, of plain copper-lead, lead bronze and white metal, and also of porous metals which retain lubricant.



Used in the Vandervell Ferrari—a Delaney-Gallay racing radiator.

**Alexander Duckham and Co., Ltd., 346, Kensington High Street, London, W.14** (260)

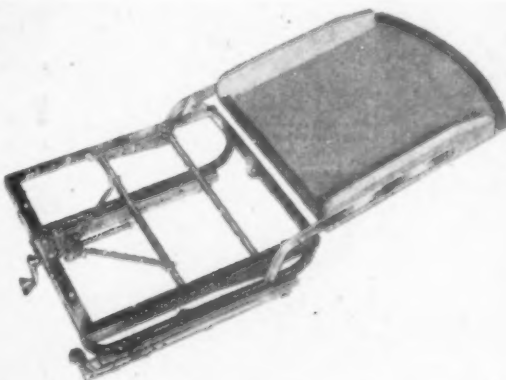
Besides the Nol engine and transmission lubricants which are found on this stand, there is the recently introduced Q 5500 lubricant which has been the subject of much discussion in *The Autocar* during the past year and considerable curiosity on the part of motorists. This is a cross-blended oil, which has the properties of having the thin viscosity of an oil with a low S.A.E. number when it is cold, but having the thickness and body of an S.A.E. 30 oil when it is warm. Apart from its other lubrication characteristics, this oil, which is demonstrated on the stand, can be used in cars which, because of their imperfect sealing, will not retain low-viscosity lubricants which grow excessively thin when the engine is hot. Duckham's are showing an interesting sound film in colour on the subject of car lubrication. Their other exhibits are Laminoid, a chassis lubricant, and Adcoids, which are upper cylinder lubricant tablets for adding to the petrol.

**Earle, Bourne and Co., Ltd., 20-23, Lincoln's Inn Fields, London, W.C.2** (372)

This company makes materials from which car components are manufactured, especially sheet, tube and sections in those alloys which are most workable and able to assume elaborate shapes for such purposes as the construction of the cores of car radiators.

**Edison Swan Electric Co., Ltd., 155, Charing Cross Road, London, W.C.2** (423)

The Edison Extra Life battery appears with new latex microporous separators, which replace the wooden separators formerly used. These batteries are made in four different ranges, according to the severity of the duty for which the battery is required. There are a number of battery chargers, one of which is a new model, but this is a dual unit for charging two batteries and is, therefore, of interest only to motor traders. There are electric cables, lamp bulbs, and TV and radio interference suppressors for the ignition systems of cars.



For the tourist in the backwoods—a reclining seat by A. W. Chapman.

## ACCESSORIES at the Show . . . . . continued

**Edmunds, Walker and Co., Ltd.,**  
The Broadway, West Hendon,  
London, N.W.9 (369)

This firm supplies various makes of ball and roller bearings, Lockheed brake spares, Thin Wall bearings and the productions of Hardy Spicer, Brico, Hepworth and Grandage and Payen, with a number of others.

**Bernard I. Ellis, Ltd., "Apollo"**  
Polish Works, Epsom Road,  
London, E.10 (14)

A car polish, Apollo, which combines the functions of a cleaner and a polish without using paint solvents and abrasives, is demonstrated on this stand.

**E.N.V. Engineering Co., Ltd.,**  
4/5, Hythe Road, London,  
N.W.10 (379)

This company's gears are used in a number of competition cars, and in many production cars. Their exhibits include hypoid bevel and spiral bevel rear axles, shown complete and as component parts, and valve camshafts.

**Eversure Accessories, Ltd.,** Kingston Road, Small Heath, Birmingham, 9 (434)

New items here are a telescopic roof rack which fits all makes of car and a complete range of red rear lamps and stop lamps, also red reflectors. Other Eversure products are hydraulic jacks, mirrors, ashtrays and fog and spot lamps. Replacement running boards for popular cars, covered with fluted rubber, are one of the best known of the Eversure accessories.

**Ewatts, Ltd.,** Burnt Tree Works, Dudley, Worcestershire (431)

Ewatts make pipework, taps, brass pressings, caps, sockets, bonnet fasteners, pipe unions and a variety of other units used in the assembly of a car.

**Express Electrical Services, Ltd.,** South Road, Kingswood, Bristol (413)

This is another factor's stand and shows the products of Lucas, Delco-Remy, A.C., Smiths, K.L.G., Lodge and Champion. There is an interesting demonstration of the performance characteristics of the Lucas King of the Road battery.

Feeny and Johnson hand controls for disabled drivers, applied to an Austin A.70.

**Farnborough Engineering Co., Ltd.,** Farnborough, Kent (398)

Among the inlet and exhaust valves shown are some special heat-resisting and heavy-duty kinds. There are exhaust valves with Stellite seats and Stellite tappet ends, others with hard chrome-flashed stems and some with special armoured seats.

**Feeny and Johnson, Ltd.,** 134-136, Ealing Road, Wembley, Middlesex (406)

Vacuum hydraulic components shown here are arranged with the emphasis on their adaptation to the needs of disabled drivers, and there is a complete set-up of hand controls for legless drivers applied to the Ford Zephyr. There are servo units for cars, with extension by quick couplings to caravans or trailers.

**Ferodo, Ltd.,** Chapel-en-le-Frith, via Stockport (296)

The principal display on the Ferodo stand illustrates the progress of vehicle brakes, from crude blocks operating direct on the wheel rim, to the contracting band brake, the early internal expanding brake and, finally, the two-leading shoe hydraulic brake in current use and an example of one of the latest disc brakes. Appropriate specimens of Ferodo brake linings are linked with each different type. It is of interest to note that the brake pads used with the disc brakes will operate



efficiently at 1,000 degrees F. There are also clutch linings and fan belts.

**T. F. Firth and Sons, Ltd.,** Flush Mills, Heckmondwike, Yorkshire (327)

A new range of upholstery cloth, backing cloths in worsted, velvet and rep, and various kinds of car carpet are exhibited here.

**Thos. Firth and John Brown, Ltd.,** Atlas Works, Sheffield, 4 (285)

There is rather a striking display of big illuminated coloured transparencies showing typical processes in a steel works. These transparencies were produced in the firm's own laboratory and are claimed to be the largest of their kind yet produced in this country.

**Forgings and Presswork, Ltd.,** Birch Road, Witton, Birmingham, 6 (290)

Many of the forgings produced in carbon, alloy and stainless steel are shown. These are mostly the heavy-duty components such as steering arms, gear blocks and crown wheels and axle shafts.

**Gandy, Ltd.,** Wheatland Works, Wallasey, Cheshire (356)

The Gandy stand again features brakes and the solution of their attendant problems. Their own particular bonding process on rivetless shoes is one of the many features.

**Gear Grinding Co., Ltd.,** Cranmore Boulevard, Shirley, Birmingham (362)

Here are shown samples of ground gears for cars; splined shafts; gear boxes; and cutters which produce the complicated shapes of modern gears.

**General Accident Fire and Life Assurance Corporation, Ltd.,** General Buildings, Aldwych, London, W.C.2 (83)

Car insurance problems are dealt with at this stand.

**General and Industrial Paints, Ltd.,** 26/27, St. James's Street, London, S.W.1 (375)

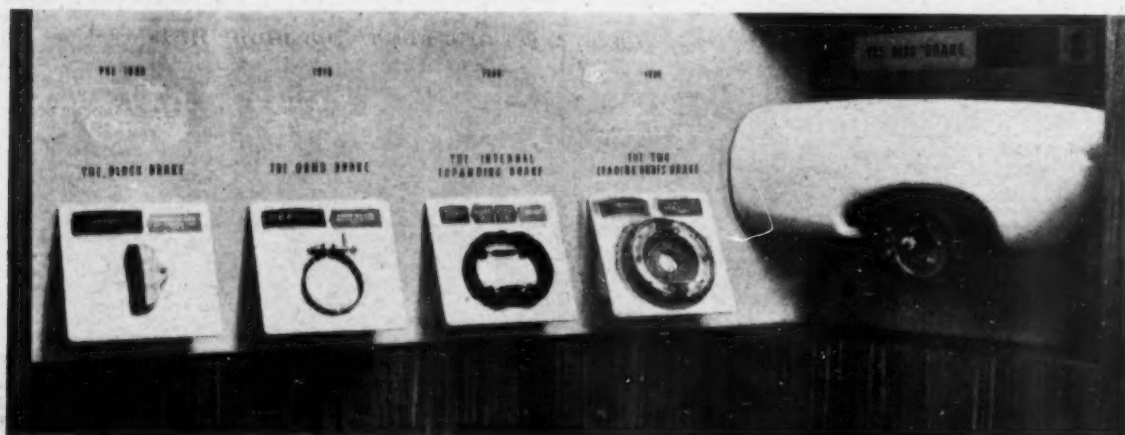
Synthetic finishes and cellulose, both in plain colours and semi-metallic effects, are exhibited.

**Girling, Ltd.,** King's Road, Tyseley, Birmingham (289)

Of great value to the technically minded motorist are the working demonstration rigs which Girling have fixed up on their stand. One shows a complete front suspension unit with hydrostatic self-adjusting disc brakes and Girling DAS direct-acting telescopic dampers. Another rig shows the braking system and hydraulic clutch-actuating mechanism which is fitted to the new Standard light car, which has two-leading shoe front brakes and leading-trailing shoe rear brakes. The clutch and the hydraulic brakes share the same master cylinder, an ingenious economy. Another rig shows the strength of bonded linings which are attached to the shoe without rivets. This rig applies severe pressure to the edge of the lining, this pressure being in excess of those which can be developed in service on an actual car.

**Glacier Metal Co., Ltd.,** 368, Ealing Road, Alperton, Wembley, Middlesex (225)

The Glacier centrifugal oil filter, which runs at high speed, is practically without friction and deposits the fine impurities in lubricating oil in an easily cleaned sludge chamber, was described in *The Autocar* when it was introduced. This filter is, technically, a most interesting unit and it appears in a new and improved version, with low speed cut-off valve. It is essentially initial equipment, of course, and not an accessory



This Ferodo display shows the development of brakes from the simple rim-applied block to the latest disc brake

## VAUXHALL GOLDEN JUBILEE 1903 TO 1953



1903 — First Vauxhall Ever Offered for Sale  
Single cylinder, 4" bore x 4½" horizontal stroke.  
Tiller steering, no reverse.

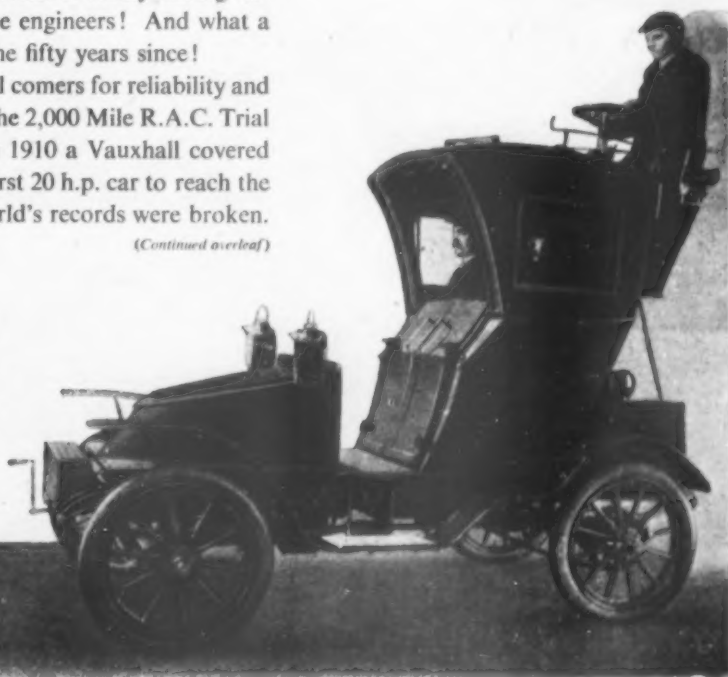
## *It all started with one cylinder*

Startled citizens were still stroking their chins over the horseless carriage, and saying it would never replace the horse, when the first Vauxhall pattered on the road. What a wildly daring departure for a respectable firm of marine engineers! And what a long way Vauxhalls have travelled in the fifty years since!

Before long Vauxhalls were beating all comers for reliability and speed. In 1908 a 20 h.p. Vauxhall won the 2,000 Mile R.A.C. Trial with the Scottish Reliability Trials. In 1910 a Vauxhall covered a flying half mile at 100.08 m.p.h., the first 20 h.p. car to reach the magic figures. In 1911 four 16 h.p. world's records were broken.

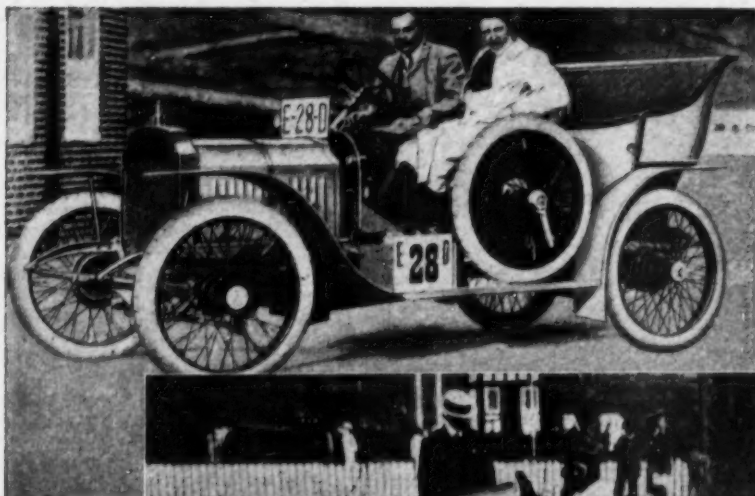
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What will they think of next?  
Always versatile, Vauxhall carried  
out this adaptation in 1905 at the  
request of the Earl of Ranfurly.  
Steering was by  
very remote control!

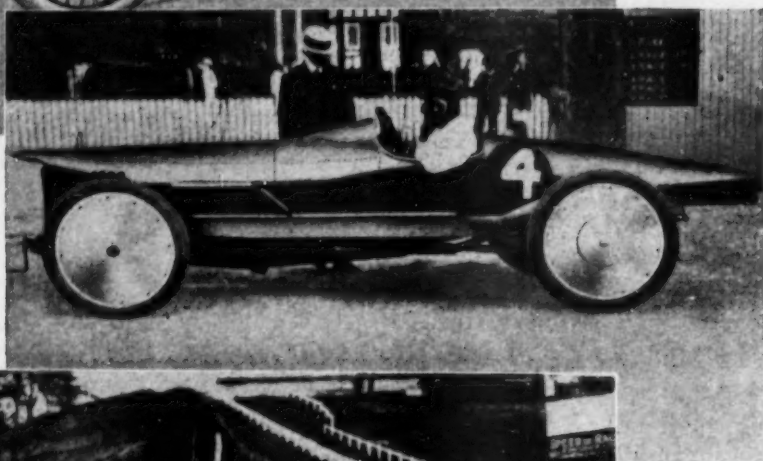




## VAUXHALL GOLDEN JUBILEE 1903 TO 1953



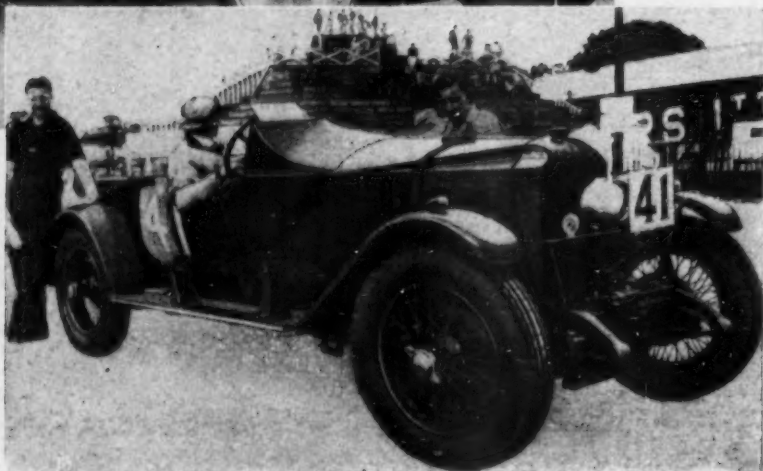
**1908 — Reliability 45 Years Ago!**  
In the R.A.C. and Scottish Reliability Trials this 20 h.p. Vauxhall became the world's first car to complete 2,000 miles without one involuntary stop.



**1910 — First 20 h.p. Car to Beat 100 m.p.h.**  
was this model which, at Brooklands, flashed through the flying half-mile at 100.08 m.p.h.



**1911 Record-breaker.**  
The car which smashed the flying half-mile record for 16 h.p. cars. Note the long vent for carrying steam from the radiator away from the driver's face.



**1920 — The Fabulous 30/98—**  
"One of the greatest British high performance cars of all time", winner of innumerable trophies. And still winning today in vintage car events. This photograph was taken at Brooklands in 1937.



## VAUXHALL GOLDEN JUBILEE 1903 TO 1953



Royalty at the Front.

H.M. King George V arrives at Vimy Ridge in a Vauxhall Staff Car "as far as a car could go".

In 1912 a new 20 h.p. world's record of 97.15 m.p.h. over 50 miles was set up. In 1913 the fabulous 30/98 Vauxhall, *the sports car of sports cars*, was introduced. Winner of innumerable trophies, the 30/98 is still winning today. On August 6th, 1953, a veteran 30/98 covered 106.91 miles in one hour in an officially timed test at Montlhery track.

In the 1914 war the Vauxhall 25 was the No. 1 staff car. It took King George V as near the front line

as a car could go. It was the first car to cross the Rhine after the war. Output of the Vauxhall factory at that time was 7 vehicles a week, rising to just over 8 in 1917 . . . a startling comparison with the current weekly rate of nearly 2,500!

Between the wars, Vauxhall set new conceptions of motoring value by marrying economy and performance. The Cadet, the "Light-Six", the 10 h.p. made motorists of pedestrians in tens of thousands.

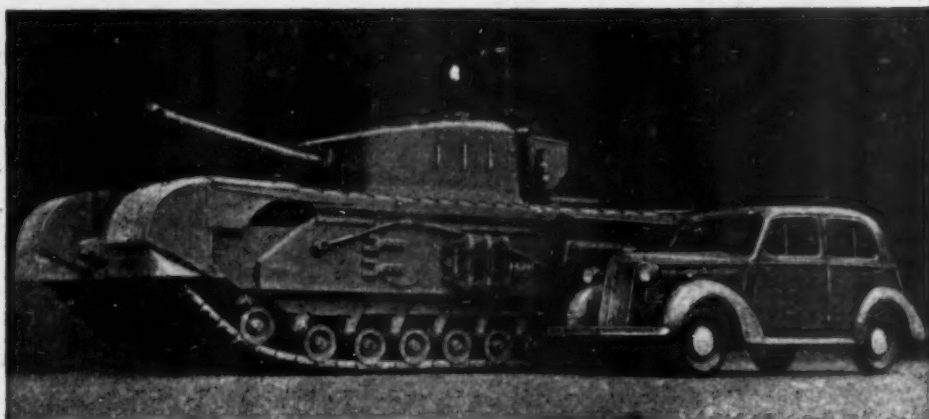
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The Vauxhall team of 3 litre T.T. cars which took a prominent part in the Isle of Man International Tourist Trophy in 1922.



## VAUXHALL GOLDEN JUBILEE 1903 TO 1953

**Largest and smallest**  
The 40 ton Churchill tank  
— Vauxhall's largest  
product ever—towers over  
the 1946 10 h.p., smallest  
model produced by  
Vauxhall since the  
early days.



What superlatives, we wonder, would the motorist of 1903 have lavished on these latest Vauxhalls, with their breathtaking acceleration into the seventies, and beyond, their exceptional road-holding at speed and their effortless cruising. Here, indeed, are comfort and performance undreamed of when the first Vauxhall made its debut 50 years ago . . . motoring that even today is ahead of its time.

In 1903, the Vauxhall owner was a hardy pioneer. He had to be. Today, he enjoys a degree of luxury and reliability our forbears would scarcely have believed possible.

In 1903 his "accessories" were polar dress and an umbrella. Today he can have radio, built-in heating and ventilation, a windscreen washer and other aids, all "tailored" exclusively for his own car and his comfort.

Yes, the motorist of half a century back would surely hail these newest Vauxhalls as a triumph of Vauxhall achievement, the culmination of fifty years of engineering leadership. Today, as in 1903, Vauxhall leads the way. Your Vauxhall dealer will be happy to demonstrate the six-cylinder Velox, price £535 plus £224.0.10 P.T., and the four-cylinder Wyvern, price £495 plus £207.7.6 P.T.

**And Today—**The six-cylinder, spacious, comfortable, reliable Velox, an 80 m.p.h. high performance car, which has set an entirely new standard of luxury with economy.



Vauxhall Motors, Limited  
Luton, Beds.

50 YEARS OF ENGINEERING LEADERSHIP

## ACCESSORIES at the Show

### continued

which can be tacked on. The company show their thin walled engine bearings, and those standard wrapped bushes which can be had in practically every known size and shape.

**J. Gliksten and Son, Ltd.,** Carpenters Road, London, E.15 (21)

Hardwoods for coach building and for decorative trimming with veneers and plywoods are shown on this stand.

**Globe and Simpson, Ltd.,** 184, West Street, Sheffield, 1 (335)

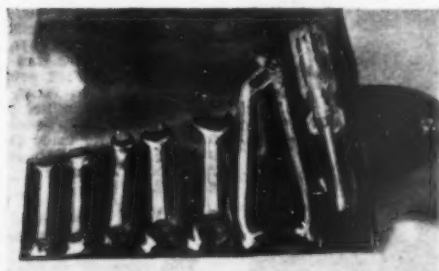
This Northern firm handles electrical components by Lucas, C.A.V., Delco-Remy and B.T.H., and the plug manufacturers.

**W. Goodyear and Sons, Ltd.,** c/o Dunlop Rubber Co., Ltd., Fort Dunlop, Erdington, Birmingham, 24 (237)

This company makes wheels, both disc and spoked, and some of the latter are light alloy wheels for competition cars.

**Gordon Tools, Ltd.,** Assam Works, Rockingham Street, Sheffield, 1 (444)

Here are seen many kits of



The Gordon electrician's toolkit.

tools, the emphasis being on self-contained spanner sets. The simplest are what a keen amateur workman would possess and the most ample and elaborate ones are the equipment of a professional mechanic who has to deal with every kind of car.

**Guest, Keen and Nettlefolds (Midlands), Ltd.,** Box No. 24, Heath Street, Birmingham, 18 (341)

This famous screw and bolt manufacturer shows an enormous variety of fasteners of all kinds, including locknuts and quick fasteners. Of particular interest to motorists are Parker Kalon hardened self-tapping screws, which will make their own threads in a plain hole in sheet metal, and are very handy things to have in the workshop. Inlet and exhaust valve forgings are also shown.

**S. Guiterman and Co., Ltd.,** 210, Acton Lane, London, N.W.10 (384)

A unique combination of a bird radiator mascot and an insect deflector is a new note in accessories!

Home battery chargers, and the Cibie range of French lamps, are seen. They include fog lamps, long range lamps, head lamp replacement units and reversing lamps.

**Hairlok Co., Ltd.,** Iddesleigh House, Caxton Street, London, S.W.1 (286)

Curled hair, rubberized and formed into seat fillings or made as sheets for trimming, is exhibited. In some cases upholstery fillings combine curled hair and foamed rubber in a sort of sandwich construction, and there are examples of foam rubber incorporating curled hair in the mix. These materials are moulded into all sorts of shapes, for armrests and other parts.

**H. and E. Halford, Ltd.,** 1501, Pershore Road, Sturichley, Birmingham, 30 (89)

The products of this firm are bucket seats, squabs and cushions, interior trimmings, and a new folding picnic chair, which weighs only 5lb.

**Hall and Hall, Ltd.,** Oldfield Works, Oldfield Road, Hampton, Middlesex (233)

Hallite universal oil seals are shown, with copper-asbestos cylinder head gaskets, other gasket material, oil- and petrol-resisting jointing materials, radiator hoses and general rubber extrusions.

**Hall and Nielsen, Ltd.,** Beaver Mills, East Garden Street, Bury, Lancashire (284)

Here is seen the full range of Bramec brake and clutch linings, with special emphasis on the Brabond bonded brake lining, which is attached to a shoe without the use of rivets.

**Hallam, Sleight and Cheston, Ltd.,** Widney Works, Bagot Street, Birmingham, 4 (345)

This firm makes a very large range of bodywork fittings—what is in America called "the hardware." There are seats, some with ball bearing adjustments, window channel, foam cushions, armrests, ashtrays, hinges, locks, mirrors and vizors, and all such things. Perhaps the most impressive of the fittings are the complete levers and linkages for the frames of convertible and coupé hoods, finished in chromium plating.

**Hardy, Spicer and Co., Ltd.,** Birch Road, Witton, Birmingham, 6 (242)

The Hardy Spicer needle roller bearing universal joint is well known, but less familiar are the modern applications of reversed sleeve drive shafts, where the sliding member is included in a gear box extension and is permanently lubricated. They are shown on the stand.



Used for clutch actuation in several cars—Girling's hydraulic unit.

**Harrison and Co. (Lincoln),** Malleable Ironworks, North Hykeham, Lincoln (274)

Malleable ironwork is shown by this company.

**J. W. Hartley (Motor Trade), Ltd.,** 56, Conybere Street, Birmingham, 12 (312)

In the range of Harnois silencers there is a universal one, with special intake and outlet fittings, which enable a garage to use it (in emergency) for almost any car. There is also a range of Duraflex road springs on the stand.

**Hepworth and Grandage, Ltd.,** St. John's Works, Bradford, Yorkshire (315)

To the range of Hepolite pistons (light alloy and cast iron), cylinder liners, piston rings, gudgeon pins, and valve inserts and steel channel inserts which can be used to repair worn piston grooves, there has been added a new device. This is a steel ring groove insert, which can be used as a sort of washer to pack a worn piston groove, so that a standard ring can be used and over-sizes need not be bothered with. There are also some high efficiency oil control rings which are interesting.

**Hertfordshire Rubber Co., Ltd.,** Works Road, Letchworth, Hertfordshire (310)

Draught-sealing and glazing materials are shown.

**Hill (Patents), Ltd.,** Hills House, Chenies Mews, Pancras Street, London, W.C.1 (440)

The number plates shown here have digits of white plastic, of triangular section; flat polished aluminium; white, of half-round section; or chromium plated, on a base of nickel-coated brass. Number plate boxes have internal illumination, and translucent digits of white on Perspex backgrounds. "I," plates and national identity plates are also made, and there are some registration plates for foreign countries, to meet the local requirements.

**Hobbs Transmission, Ltd.,** 78, Russell Terrace, Leamington Spa, Warwickshire (3)

This stand features an auto-

matic transmission which gives control by a lever and quadrant, or fully automatic selection of the different ratios according to the demands of the engine. Sectional assemblies and large diagrams explain the working principles.

**Douglas Holt (Est. 1919), Ltd.,** 5-6, Eagle Street, London, W.C.1 (361)

A valve grinding paste, a graphited penetrating oil, a protective skin for bright metal (Britec), and a wax incorporating silicones (Wondarwax) have been added to the list of chemicals made by this firm. The established preparations continue, and they include Wondarweld for cylinder block cracks, Radweld for leaking radiators, Radflush for cleaning cooling systems, Piston Seal for packing piston rings in worn grooves, and the plastic Loy metal which is used in bodywork repairs. This metallic putty, which dries without shrinking to a smooth surface, quite hard, is demonstrated on the stand.

**E. R. Howard, Ltd.,** "3-in-one" Works, Stowmarket, Suffolk (443)

There are demonstrations of Autobrite silicone car polishes and of Shim car shampoo and silicone polish remover.

**Hoyt Metal Co. of Great Britain, Ltd.,** Deodar Road, Putney, London, S.W.15 (230)

Anti-friction metals for bearings and white metals as applied to other purposes are shown on this stand.

**Hughes - Johnson Stampings, Ltd.,** Langley Green, Birmingham (409)

This company specializes in forgings. All types are on display and their application to cars is accentuated.

**Imperial Chemical Industries, Ltd.,** I.C.I. House, Millbank, London, S.W.1 (316-317)

The Leathercloth division shows Vynide p.v.c. coated fabric and Rexine nitro-cellulosed fabric for all interior trimming, there being different grades and types for seating, panelling head

# FLX 52

White triangular section digits in a Hills number plate.



## ACCESSORIES at the Show

### —continued—

lining and exterior roofing. Not all are in the leather patterns, there being some striking formalized patterns. Certain "Spanish" leathercloths, called Cordoba, are a change from the more widely used hide patterns. The Paints division shows celluloses and also stoved car finishes, and some interesting pre-treatments which can be applied to metals for finishing.

**Intalok, Ltd., Redfern Road, Tysley, Birmingham, 11 (93)**

This seat-filling system comprises steel springs which are interwoven into each other, so that each spring supports its neighbours and, owing to the dispersal of the load, a softer seat can be used. It is also of interest in these space-saving days that the seat can be made shallower.

**E. J. Jack, Ltd., 154, Camden High Street, London, N.W.1 (292)**

This firm imports and shows ball bearings, those with the names Fafnir, Durkoppwerke, Rossi, Killan and Sealmaster.

**W. G. James, Ltd., 10a, Cambridge Terrace Mews, Chester Gate, London, N.W.1 (283)**

Some of the valves exhibited have special treatments, such as Stellite seatings and valve ends and hard chromium deposits on the stems, and others are of special steel, including an XB steel which is resistant to very heavily leaded petrols. The ancillaries of valves—guides, springs, cotters—are shown, together with various precision forgings for cars.

**Jenolite, Ltd., 13-15, Rathbone Street, London, W.1 (385)**

Here is a paint-stripping compound that does not need neutralizing before paint is used, and has both industrial and domestic forms; a new emulsion type degreaser; and the Jenolite rust solvent, which has the secondary effect of phosphiding steel, so that it is effective in cleaning and rust-proofing chromium-plated steel components.

**Edward Joy and Sons, Ltd., Filtrate Works, Kidacre Street, Leeds, 10 (353)**

Besides Filtrate oils and greases, there is a moving display which sheds light on that problem as to whether colloidal graphite running-in compounds (in this case Acheson graphite) will pass through modern engine

oil filters. It seems that it will. Another display shows the very high melting point of Super (Lithium) Filtrate grease, and how it should be packed in hubs. It can be used in other places where a heat-resistant grease is needed, in universal joints, and in water pumps, as it has water resistance. But it is considered unnecessary, on the grounds of expense, for ordinary chassis grease points.

**Karobes, Ltd., Unitas House, 24-25, Livery Street, Birmingham, 3 (447)**

Karobes are manufacturers of seat covers, and they also make rugs of soft, warm wool. The seat covers are made in a big range of materials and patterns.

**Kenilworth Manufacturing Co., Ltd., Hermetite Works, Tavistock Road, West Drayton, Middlesex (364)**

Jointing compounds under the name of Hermetite, aluminium paints, glazing compounds, hydraulic system and suspension damper fluids, are products of



Hepolite pistons, including one with a shaped crown.

a blind which does not move in relation to the radiator core, continues. And there is now a radiator thermometer as an inexpensive extra. Other exhibits are the Air-Master plough type insect deflector—there is a new universal quick release clip for side opening bonnets—and the K-L Kerb Finder, a warning device to save vulnerable wings. Another deflector is the Koolce, to keep rain out of slightly open windows, and there is the Uniter portable unit for electrical fault-finding.

oscillations and increasing plug electrode life.

Besides normal racing plugs with ceramic insulators, which have done well this competition season, there are the three-point earth electrode sports plugs. Waterproof plugs, with the gland nut extended to meet the bottom of the screw-on moulded cover, are another type of specialized plug. A push-button display unit automatically informs enquirers of the correct plug type for some 50 engines.

**Richard Klinger, Ltd., Klingerit Works, Sidcup, Kent (278)**

Klinger make all sorts of jointing compounds, some of which are robust enough to replace minor gaskets, and sheet jointing. But in these days, when so many motorists are taking advantage of better petrols to raise compression ratios, particular interest attaches to thin gaskets with interwoven wire mesh, which are made for most cars. They have graphited faces, facilitating cylinder head removal.

**Lace Web Spring Co., Ltd., Sandiscre, Nr. Nottingham (305)**

This company makes seating of fine, inter-woven springs, car seat frames, trim sections and pads, and rubberized hair for seat fillings.

**Lake and Elliot, Ltd., Albion Works, Braintree, Essex (360)**

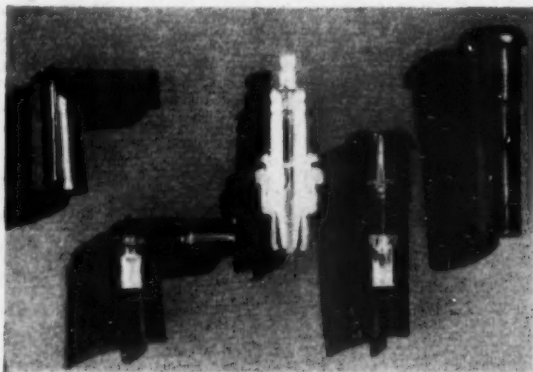
Among the hydraulic jacks shown by this company is one which, in the down position, is particularly small in height and provides for the low clearances found nowadays. There are also mechanical jacks, steel castings of various kinds, and Millenite special iron brake drums.

**Latex Upholstery, Ltd., 41, Lonsdale Road, London, W.11 (16)**

There is a service, explained on the stand, whereby foamed rubber cushions can be substituted in existing car seats which have some harder and less comfortable seating. Foam rubber is also used as an "overlay" to give a soft surface to other fillings.

**Laycock Engineering Co., Ltd., Victoria Works, Millhouses, Sheffield, 8 (266)**

There is a working model of the Layrub flexible joint, a familiar component, but the star of the stand is the Laycock-de Normanville overdrive unit, which has been for some time available as an extra for Standards and Triumphs and is a standard fitting on the Austin-Healey. There are several other makes rumoured to be affected



A built-in TV suppressor by K.L.G., and others which are in damp-proof terminal caps.

this company, who also make a silencer repairing compound and a metallic putty for bodywork repairs. This sets to a consistency harder than lead, without shrinking, and is a new product. One of the jointing compounds is designed specially for aluminium cylinder heads.

**Kerry's (Great Britain), Ltd., Warton Road, London, E.15. (256)**

As factors, Kerry's supply to motor traders proprietary components, accessories and spare parts. They have many products of their own make, and specialize in garage equipment.

**Key-Leather Co., Ltd., 5, Urswick Road, London, E.9 (404)**

The Key-Leather Monitor heater for car interiors, a compact unit having its own radiator and incorporating as an extra a fresh air intake, appears with special attachments which add the M.G. two-seater to the list of cars to which it can be easily fitted. All Monitors have now an increased heating capacity. The Eventemp radiator blind, which has a travelling roller and

The radiator blind control is interesting. It is a ball chain, the visible and varying length of which (below the fascia) shows the blind position.

**Kladwell, Ltd., 24, Gallowgate, Glasgow, C.1 (8)**

This Scottish firm shows all-wool seat covers in all the tartans of Scotland, numbering over 200 patterns. Some of these patterns are most unfamiliar and have a pleasing effect. They are making their first appearance—on show at any rate—at Earls Court.

**K.L.G. Sparking Plugs, Ltd., Klingerit Works, London, N.W.2 (257)**

Built-in suppressors against radio and television interference, and also separate caps and terminals incorporating suppressors, are featured among the K.L.G. plugs. Where there is a built-in suppressor in the body of the plug, it has "R" added to its type number, and such plugs cost a bit extra. There are explanations on the stand of the additional effects of suppressors in damping out post spark



A ring of special hard and heat resistant metal round the face of a new type of valve by the Farnborough Engineering Co.



# Why so many motorists (and their wives) are choosing the Daimler CONQUEST

**OVER 80 M.P.H. PLUS DAIMLER DIGNITY FOR £1066 PLUS £445.5.10 P/T.**

Since its dramatic debut in May of this year, the Daimler 'CONQUEST' has enjoyed the most spectacular success, and for the very best of reasons. It fulfils the demands of the greatest number of different kinds of motorists, from the critical enthusiast to the cautious beginner.

**The fast driver.** For the driver who likes to feel urge and power under his right foot, who prefers to be off first at the lights, the 'CONQUEST' leaps from 0-30 in 5 secs., 0-60 in 20.4 secs. through the gears, and from 10-30 in 9.7 secs. in top. (Vide 'Motor' and 'Autocar' road test reports). Top speed is over 80, cruising 70.

**The take-it-easy driver.** One of the features sure to appeal to the driver who likes to take things easy is the fluid transmission, cunningly in league with a preselector gearchange. This allows great top-gear flexibility and easy traffic crawling, and virtually two-pedal control at all times.

**The 'family' driver.** The roomy interior with its wide, deep seating, its ample leg room and unobstructed flat floor gives really

comfortable accommodation for a family of five or six. The large luggage boot measures 3' x 4'. Independent front suspension is provided by laminated torsion bars and completely cancels out roll and sway, even on fast cornering.

**Points for the record.** The 'CONQUEST's' 2½ litre engine is a 6 cylinder O.H.V. developing 75 b.h.p. • Petrol consumption from 26.5 m.p.g. at 30 m.p.h. to 18.5 m.p.g. at 70 m.p.h. • Automatic chassis lubrication. • 11" brakes with area of 148 sq. ins. **The price** of the 'CONQUEST' is £1066 plus £445.5.10 p/t. This is less than most knowledgeable motorists will expect from such a combination of pace, performance and pedigree with the name of Daimler.

## SEE THE 'CONQUEST' AT THE MOTOR SHOW—STAND 164

If you are unable to visit the Show write for the free illustrated broadsheet and address of your nearest distributor to Bureau 3, The Daimler Company Limited, Coventry.



'OUT OF PEDIGREE COMES PACE'

\* Benzole makes  
good petrol better

What finally decides how far you will go on a gallon of fuel is—how much energy Nature has put into that fuel. And here the user of National Benzole Mixture gets a free gift. Into every drop of Benzole



Nature has packed more energy—more potential mileage—than there is in straight petrols. Thus Benzole, blended with good petrol as it is in National Benzole Mixture, cannot and does not fail to give you more miles per gallon.

\* Better for more  
miles per gallon

## **NATIONAL BENZOLE MIXTURE**

*National Benzole Company Limited, Wellington House, Buckingham Gate, London, S.W.1.*

*(The distributing organisation owned and entirely controlled by the producers of British Benzole)*

## ACCESSORIES at the Show . . . . . continued

also by what promises to be a more common fitting.

**Laystall Engineering Co., Ltd.,**  
53, Gt. Suffolk Street, London,  
S.E.1 (227)

Of particular interest here are the very tough Cromard chromium cylinder liners, which are guaranteed for 100,000 miles, the entire life perhaps of a popular car. Laystalls are well known for tuning engines, with particular reference to dynamic crankshaft balancing, and this year show a high-efficiency cylinder head, of light alloy, for M.G. 1½-litre engines. At the stand, there are exhibits, such as partly assembled engines, which demonstrate the firm's reconditioning services.

**Ley's Malleable Castings Co., Ltd.,**  
Colombo Street, Derby (275)

Their castings in "Black Heart" malleable iron and Lepaz pearlitic malleable iron are shown by Ley's. These castings are used where easy machining and high resistance to shock are required, and the display includes car parts in the rough and finished states.

**C. Lindley and Co., Ltd.,** 34,  
Englefield Road, London, N.1 (318)

Turned nuts and bolts to standard specifications, parts, and heat-treated nuts and bolts are the products of this company.

**Lintafelt (Southern), Ltd.,** Resiliency Works, Kings Mead Road, Loudwater, High Wycombe (9)

There is a new upholstery development here in the form of foam rubber backing of upholstery fabrics and carpets, which is quite cheap, and gives the

materials that thick, soft and yielding feel met with in cinema foyer carpets. The process is called Andalfoam. The firm also deals with all sorts of felting, fluting, packing, wadding and other materials and reinforcements used in upholstery and trimming.

**Lockheed Hydraulic Brake Co., Ltd.,** Tachbrook Road, Leamington Spa (371)

Disc brakes for cars have been almost the principal technical interest of motoring during the past year, and an improved form of Lockheed disc brake, which has been tested and developed extensively, is seen on the stand. There have been considerable improvements also to normal Lockheed shoe- and - drum hydraulic brakes, which include improved sealing against water and foreign matter and new types of lining with greater stability, more resistance to water and longer life.

**Lodge Plugs, Ltd.,** St. Peter's Road, Rugby (243)

This year Lodge introduced platinum-pointed plugs for high efficiency engines. Their electrodes are more durable than normal electrodes in difficult conditions. A complete range of other plugs for British, American and Continental engines is also shown, and there are shockproof, weatherproof terminal covers, including special models with TV interference suppressors. Sintox-insulated racing plugs, which have shared in many competition successes, are included in the display.

**Lombard Banking, Ltd.,** Lombard House, 10, Fell Road, Croydon, Surrey (12)

This is a finance company, providing facilities for automobile and allied trades.

**London Bankside Products, Ltd.,**  
320, Rayners Lane, Pinner, Middlesex (271)

This company has not previously shown in the accessory galleries of the London Show. They make Sparto accessories, which include a red rear light with a moulded plastic lens and a plated rim, both round and wedge-shaped; push-pull facia switches; stop lamp switches and lever switches for traffic indicators; and an interesting new product, a winking indicator set. There is also a long-lever finger tip switch, in the Continental style, which controls side and head lamps, the dipping and the horn. It clips to the steering column.

**Joseph Lucas (Batteries), Ltd.** (298)

**Joseph Lucas (Electrical), Ltd.** (250)

**Joseph Lucas, Ltd.** (251)  
**Joseph Lucas (Sales and Service), Ltd.,** 46, Park Street, London, W.1 (314)

The most important display in the Lucas stands is the realistic group of street scenes by night. In model form, they give the illusion of long distances and are controlled by complicated electronic means, behind the scenes, to show the effect of different rear lighting, head lamps and fog lamps. The "fog" effect is obtained by the use of gauze before a model street scene. All the lamps used are actual full-sized ones, but their beams are reduced to the scale of the model scenes by special lenses. The display gives a vivid impression of actual roads by night.

Accessories include a new, more powerful head lamp for certain quality cars; new and smaller versions of the Lucas fog and long range pair of auxiliary lamps (with shallow bodies and milled-edge lenses); head lamp conversion sets for older cars; new and brighter rear lamps and reflectors, which focus their light on follow-



This twin ram Lake and Elliot jack has a closed height of only 5in.

ing vehicles; and stronger and simpler Trafficators. For Continental motoring there are Continental-type head lamps, and new, more powerful horns, called Herald and High Frequency. It is likely that the new, smaller driving lamps (which supplement but do not supersede the larger fog lamp and "Flamethrower") will appeal by their styling, which is plain but most elegant. There are defrosters and coils, both normal and high-voltage, and batteries which now have micro-porous rubber separators and a special grid alloy. One of the electrical exhibits is the wiring of an overdrive gear with switch engagement by the driver.

Lucas make nearly all the "electrics" in British cars: there has been an astonishing amount of redesigning of existing components and designing of new ones during the year, and these stands therefore impose on the motorist in the galleries a long visit to catch up with all that is new.

**A. P. Magien, Ltd.,** Trafford House, 41, Trafford Road, Leicester (255)

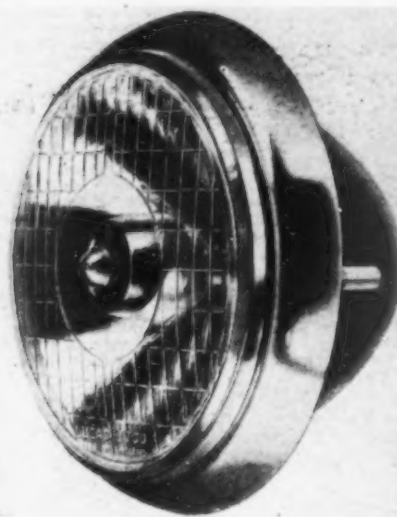
Pre-focus bulbs for head lamps, ignition and dynamo parts, and other lamp bulbs, make up the exhibits on this stand.

**Manganese Bronze and Brass Co., Ltd.,** Elton Park Works, Hadleigh Road, Ipswich, Suffolk (427)

This company makes many of the metals are specialized service used by the motor industry, instanced by silver bronze, and they are shown as material and as fabricated parts. Some of the metals are sintered, that is, made from powders, and porous, so that they retain lubricants and can be used for bushes with self-lubricating properties.

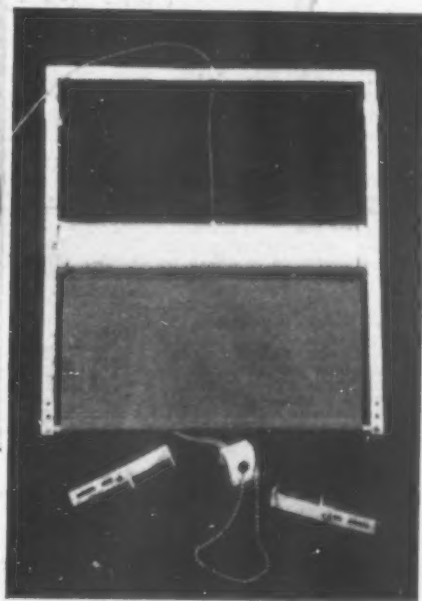
**Mansell and Adams, Ltd.,** Arcadia Avenue, Finchley, London, N.3 (329)

Here are seen all the materials and fittings which go into bodywork. There are all the textiles and leathercloths used in filling and covering seats, ashtrays, carpets and rubber matting, interior lamps and switches, blind rollers, mirrors, draught excluders, pipings and glazing channel, and seat frames.

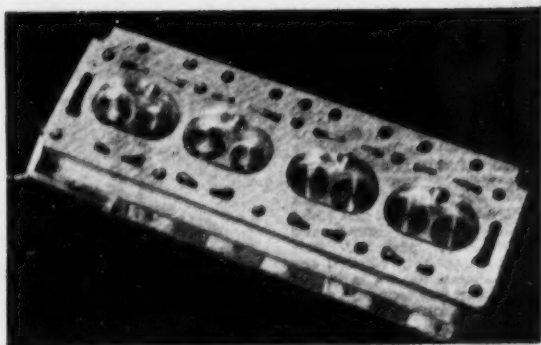


Lucas have a new head lamp for initial equipment of fast cars, the J 700, which has a 60-watt bulb.

The Key-Leather facia-operated radiator blind, which has a travelling roller in a housing.







Laystall show a special high-performance cylinder head for M.G. engines, in light alloy, with valve seat inserts.

## ACCESSORIES at the Show — continued —

**Marchal Distributors, Ltd., Brook Lane North, Brentford, Middlesex (420)**

These French lamps are shown in the form of conversion units to replace the normal head lamps of British and American cars, in two ranges of quality. All have silvered reflectors, and the bulb with tongued dipped filament which gives a sharp cut-off and avoids dazzle. There are also long range and fog auxiliary lamps, the latter having a very wide 180-degree beam, higher at the edges, which is used by French motorists for the supplementary purpose of seeing round Alpine corners. Tail lamps, parking lamps, and reversing lamps are also seen. A lamp of unusual form is the oblong Equilux fog lamp, similar to the normal fog lamp in its beam. There are also horns, including the formidable three-trumpet model which, at 39½ guineas, is one of the Show's most expensive accessories.

**Marston Excelsior, Ltd., I.C. House, Millbank, London, S.W.1 (347)**

All-copper film radiator cores made by this firm are used in many British cars, especially high-performance cars, and a representative selection is shown.

**Masonite, Ltd., Bevis Marks House, Bevis Marks, London, E.C.3 (18)**

Masonite is a grainless sheet hardboard, made by compressing wood fibre under high pressure, and it is a standard material for the inside and outside panelling of caravans. Some of these hardboards have smooth coloured surfaces, and some are stove-enamelled in gloss finishes imitative of tiling.

**Mercantile Credit Co., Ltd., 246-250, Regent Street, London, W.1 (55)**

Financial facilities for motor traders are the subject of this display.

**Metalastik, Ltd., Evington Valley Road, Leicester (294)**

Here are seen the numerous applications of rubber in silencing the modern car. Many new designs are seen among the engine mountings, using rubber in the combined functions of shear and compression, and designed to take out vibration without

permitting powerful modern engines to rock excessively. It would seem likely that the rubber sound insulators for coil springs, and the rubber body mountings and sound dampers shown, may come to have wider application now that transmitted road noise is such a problem in integral construction cars. Rubber bushes for spring eyes and other purposes are added to by a new inner-sleeve bush.

**Midland Counties Motor Finance Co., Ltd., Kenning House, Sheffield (11)**

Industrial banking and the finance of trading schemes are the concern of this company.

**Midland Motor Cylinder Co., Ltd., Birmid Works, Dartmouth Road, Smethwick, Staffordshire (374)**

This is a Midlands firm, which supplies cylinder heads and brake drums of special irons to car manufacturers.

**Minnesota Mining and Manufacturing Co., Ltd., Arden Road, Adderley Park, Birmingham, 8 (451)**

The protection of the underside of cars by the spraying of rubber-bitumen-asbestos flock compounds is a subject of considerable curiosity among motorists who have taken delivery of a new car. On this stand one of these processes is demonstrated. The company's other products are abrasives, masking tapes, chromium plate coatings; and adhesives, sealing compounds and protective coatings for metalwork. Underseal, as the under-car protective bitumen compound is called, is fireproof.

**Morgan Crossley and Co., Ltd., Tenoid Works, Manchester, 10 (281)**

The friction materials shown by this firm comprise Tenoid brake and clutch linings, both in the raw and as brake shoe and clutch plate assemblies, damper friction discs, and bonnet webbing, treads and matting.

**Moss Gear Co., Ltd., Crown Works, Tyburn, Birmingham, 24 (22)**

The four-speed synchromesh gear box exhibited is for 2½- to 3½-litre cars, and it has single helical teeth which are "shaved," for silence. Other exhibits are

a hypoid bevel rear axle, crown wheels and pinions, transmission gears and camshafts.

**Motor Panels (Coventry), Ltd., Holbrook Lane, Coventry (418)**

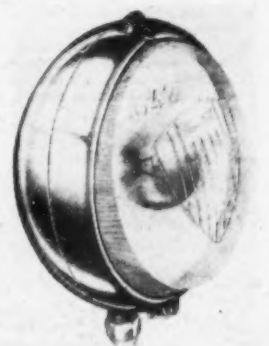
The presswork of this firm is represented by an arrangement of the front wings of the Armstrong Siddeley Sapphire.

**Motor Union Insurance Co., Ltd., 10, St. James's Street, London, S.W.1 (82)**

This is a company which insures many of Britain's motorists, and the stand is manned with insurance experts.

**Wayne V. Myers Co., Ltd., 363-365, Chiswick High Road, London, W.4 (449)**

The stand is devoted to Redex oil and fuel additive and explanations and demonstrations of its uses in improving lubrication. There is seen a great deal of the test equipment used by Redex agents in the tune-up service, but also the instruments usable by the motorist in checking performance. There is an upper-cylinder lubricant dispenser, with a button control for feeding in extra lubricant when starting or cold running. An attractive gadget is the Redex Lubrityl, a sort of stylo pen charged with lubricant, which can issue tiny quantities for lubricating hinges and such parts, and which sucks back any surplus oil.



The Marchal 642 long-range driving lamp.

**James Neale and Sons, Ltd., 68, Graham Street, Birmingham, 1 (433)**

James Neale recently introduced twin rear lamp conversion sets for older cars, with wedge-shaped rear lamps having hard plastic lenses, reflectors and a chromium-plated number plate lamp. Other Raydot products which are seen are driving and fog lamps, spot lamps, horns,

mirrors, anti-glare vizors, and an exhaust pipe deflector and extension. A speciality of the firm is big, slow-burning paraffin sump heaters with very large reservoirs, which will burn for a week without attention. One of the auxiliary lamps, the Comet, is a long-range driving lamp of great power.

**Newton and Bennett, Ltd., Valetta Road, London, W.3 (236)**

Spring damper replacement, with heavier-duty types, is a permanent source of interest to the British motorist. Newton show the export, colonial, heavy-duty telescopic dampers which can be substituted for the lighter kind of damper used by British and American manufacturers in their respective home markets. Such heavier-duty dampers have larger fluid capacities, and lower working pressures. They also show their cushioned clutch plate, with torsionally flexible centre.

**L. H. Newton and Co., Ltd., Nethells, Birmingham, 7 (354)**

Fastenings of all kinds are shown on this stand.

**Notek Electric Co., Ltd., 23, London Road, Bromley, Kent (366)**

Notek continue their large and powerful Master series of auxiliary lamps, the Lightmaster, which is a driving lamp of great range and pencil beam; the rather broader-beam Speedmaster; the wide-beam Roadmaster; and the Passmaster anti-dazzle lamp, which cuts off all light from the right side of the road. But there are also two new models, the wide-beam Nearlite and the long-range Farlite, which are remarkably shallow lamps, only 2½in thick, although the diameter is 5½in. The design, as regards both optical qualities and the styling, is advanced, and these two lamps are among the most interesting of the lamps at the Show.

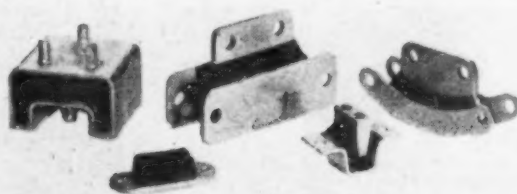
Also shown are reversing lamps and Plastilite "bubble" side and rear lamps, switches with push-pull operation, and a magnetic inspection lamp.

**Nuway Manufacturing Co., Ltd., Coalport, Salop (331)**

Stout rubber link mats, suitable for the car which is much exposed to mud and boots, are shown here, and there are explanations of the procedure in obtaining rubber link mats for cars in which they are not available from standard stock. There is now quite a considerable choice of colours.

**Oldham and Son, Ltd., Denton, Manchester (381)**

Motorists' interest in batteries is not so much as in their capacities as in their expected

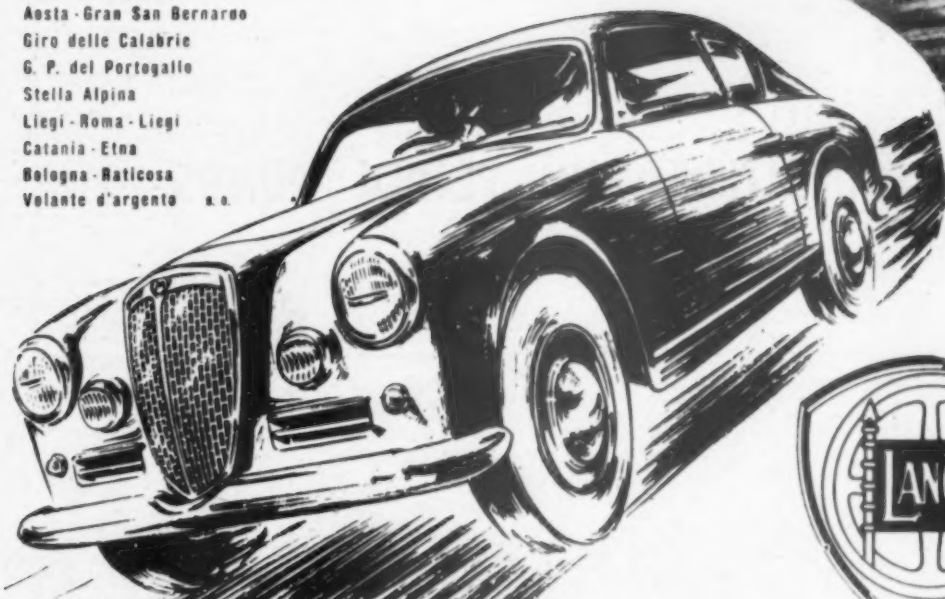


Metalastik rubber mountings for engines, using rubber both in shear and in compression.



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Aosta-Gran San Bernardo  
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**GALLERY AVENUE ○**

## ACCESSORIES at the Show

longevity, or otherwise. Oldham show some long-life developments, such as the Fibrak separator, which is more resistant to ultimate acid attack than previous materials. There are also extra-strong grids, which are used in the company's Red Seal batteries, and are made from a special lead alloy. Some of the batteries on the stand are sectioned, to show the construction.

**Omes, Ltd., Beverley Works, Willow Avenue, Barnes, London, S.W.13 (355)**

These people make, and exhibit, electro forgings, the process being one which permits very close control of metal structure and dimensions. The process is used for components in exacting service, such as valves and axle shafts.

**R. M. Papelian, Ltd., Edgware Road, Cricklewood, London, N.W.2 (417)**

The speciality of this firm is American parts and spares, and they have the components made by Thompson Products of Cleveland, which include a device called the Thompson Vitameter, claimed to increase the octane rating of fuels when going up hills or when pulling under a load. There are complete ranges of American type bolts and washers, ignition parts and fuel pumps. An interesting automatic transmission is shown as a working model.

**Park Bros., Ltd., Ordnance Street, Blackburn, Lancashire. (401)**

Heavy Duty and Super Service Park batteries are shown in moulded hard rubber containers, and all these batteries now have micro-porous rubber separators. The Super Service battery has dual insulation and fibre glass retainer mats, and is the long-life model. Other automobile electrical equipment shown includes contact sets, starter and dynamo armatures, distributor covers and rotors, and starter solenoid switches.

**Parr Equipment Co., Ltd., 20, Avonmore Road, London, W14 (432)**

There is a new luggage rack, the Portagrid. It is telescopic and lightweight, and it does not have side and end rails, being a simple platform of steel tubes. This is cheaper than the other models. The Portarack telescopic roof rack is the main model, and it is capable of being stowed away in the luggage locker when it is not required, in quite a small package. It is shown finished in black or silver grey enamel, and there is also a handsome chromium-plated model. The Major version of the same rack makes its appearance. It has the same design and finishes, but is larger and is introduced for American cars, taxis, station wagons and light vans. All these racks have a safety catch on the clamps to prevent their coming adrift from a car's rain gutter. A number of luggage rack accessories are also shown, such as ski carriers, waterproof covers, both webbing and elastic straps, and suction cups. Another product is a reinforced locknut which is used for a variety of purposes, including wheel nuts.

**Parsons Chain Co., Ltd., Worcester Road, Stourport-on-Severn, Worcestershire (220)**

Parsons show tyre chains, both the complete ladder of chain which goes all round a tyre, and the slightly less effective, but more easily fitted, individual grips. Tow ropes and slings are also shown. Additional exhibits feature the productions of British Wire Products, Ltd., and these are brake and control cables, variable level oil intakes, slings and clutch cables.

**J. Payen, Ltd., 228, Berwick Avenue, Trading Estate, Slough, Bucks (282)**

Gaskets and joints in copper and asbestos, in cork, felt, fibre, vegetable fibre, paper—and special oil, heat and water resisting materials—are seen on this



The Redex Lubrystyl is a "pencil" for applying tiny quantities of oil to hinges and such parts (Wayne V. Myers).

stand in the forms in which they are applied to cars. There are also Payen oil seals for automobile use.

**L. E. Perei Auto Devices, Ltd., Hanworth Road, Sunbury-on-Thames, Middlesex (313)**

The range of accessories shown by the company comprises a great variety of side lights and rear lamps for cars, and these include low wattage parking lamps for cars which have to be left out all night. Small chromium-plated parking lamps have a pleasing appearance. There are also reversing lamps, switches, windscreen wipers, ignition components, ammeters, oil gauges and battery accessories.

**F. Perkins, Ltd., Queen Street, Peterborough (301)**

For many years Perkins have been one of the principal manufacturers of commercial vehicle and marine diesel engines in this country, but have now turned their attention to smaller units which can be used in private cars. On the stand there is the Perkins engine which has been designed as a conversion unit for use in Austin taxis. It has 12-volt electrical equipment, not the 24-volt system used in larger diesels, and it is rated at 46 b.h.p. at 3,000 r.p.m. It is quite a small engine, and this unit does not have a very great overall length, which is the most important measurement of private car engines. A number of Austin taxis are using this engine, and they are comparable in size to a medium-size family car; they are not at all large vehicles.

**Perry Barr Metal Co., Ltd., Shady Lane, Great Barr, Birmingham, 22a (428)**

Aluminium alloy gravity die and sand castings for gear boxes and other components are exhibited. There are also clutch housings, brake parts, differential gear carriers and inlet manifolds and water connections. Die cast aluminium differential gear housings are interesting.

**Peto and Radford, 137 Victoria Street, London, S.W.1 (416)**

All the Dagenite batteries on this stand have separators of the new Porvic micro-porous plastic. Over 80 per cent of its volume when it is in service consists of micropores filled with the battery acid. There are two ranges, the standard batteries and the heavier duty, Dual Life ones, which carry a two-year guarantee.

**Philidas, Ltd., Ferrybridge, Yorkshire (328)**

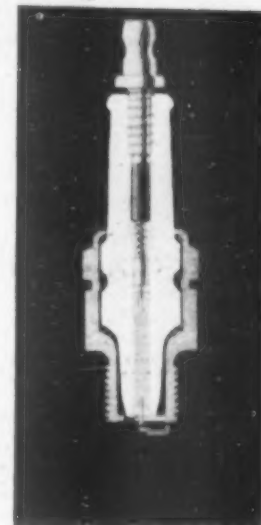
Ball and roller bearings are the speciality of this company, and there is now a range of fully sealed bearings which retain lubricant, so that such bearings are virtually free from the need for servicing. There is a new ball bearing clutch withdrawal, which has been designed to reduce loads and stresses.

**Pinchin, Johnson and Co., 4, Carlton Gardens, London, S.W.1 (380)**

Pinchin, Johnson supply finishes to a number of British car manufacturers.

**Premier Motor Policies, Ltd., Melbourne House, Melbourne Place, London, W.C.2 (81)**

This company does not deal in any insurance other than motor insurance, and has an expert staff on its stand to describe policies and discuss any matter relating to them.



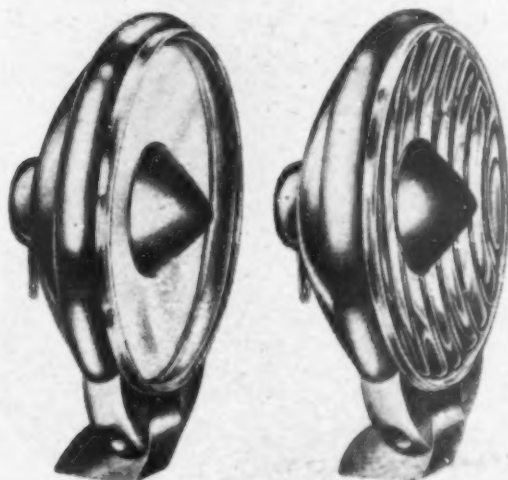
A Lodge plug, and a cap with built-in TV interference suppressors.

**Projectile and Engineering Co., Ltd., Acre Street, Battersea, London, S.W.8 (263)**

Here are complete chassis frames and other steel pressings turned out for the motor industry.

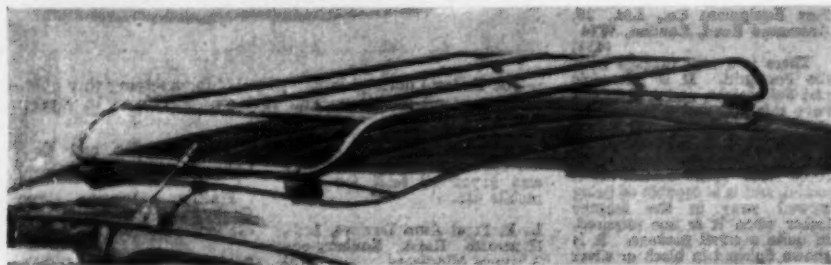
**Pyrene Co., Ltd., 9, Grosvenor Gardens, London, S.W.1 (291)**

Besides fire extinguishers based on the latest fire fighting chemicals, this company makes bumpers which are standard equipment on many British cars, and is responsible for the processes called Parkerizing and Bonderizing, which protect sheet steel and are used for bodywork protection at the manufacturing stage for the Morris Minor and other cars.



Notek's new fog and long-range lamps match each other. They are remarkably shallow from front to rear; the concavity of the fluted lens of the fog lamp is noticeable.

## ACCESSORIES at the Show . . . continued



There are no side rails on this simplified Portrack luggage grid (Parr Equipment).

**Qualcast, Ltd., Victory Road, Derby (343)**

Among the various die castings which cover most of the cast components of a car, and the precision grey iron castings, there are cast crankshafts which have been made one of the main features of the display.

**Raybestos-Belaco, Ltd., Everite House, Southwark Street, London, S.E.1 (320)**

Friction materials for brake linings and clutch plates are made in a considerable variety of material, with an interweave of zinc or brass wire in the asbestos base in certain applications. There are lining materials which are intended to operate efficiently in oil.



This Raydyot sump heater, shown by James Neale, burns for 200 hours continuously on one filling of paraffin.

**Regency Covers, Ltd., 381-389, West Green Road, London, N.15 (87)**

Car covers seen here are made in many materials, but a speciality is one called Regentex, which resists burning, is water repellent, and does not admit the passage of dust. It has a heavy, smooth texture. There are pure wool tartans and plastic weave Tygans, heavyweight Bedford cords, and 19 to 20 ounce Melton cloth. There are some plastic patterns and combinations of patterns to be seen, some of which are in single colour pastel shades. Patterned and plain materials are combined in the same covers in some instances.

**Regent Axle Co., Walshaw Street, Burnley, Lancashire (399)**

Rear axles, crown wheels and pinions, differential assemblies and axle shafts are shown.

**Remax, Ltd., 3-7, Alfred Place, Tottenham Court Road, London, W.C.1 (394)**

New product is a transparent distributor cap which enables the opening and closing of the distributor contacts and the sparking of the rotor elec-

trodes to be inspected with the engine running. The cap is said to be very resistant to condensation. It will soon be available for over 100 makes. Sets of stop and rear lamps have been designed for replacement on the latest cars or as conversions for pre-war cars, and there is a recently introduced fog or driving lamp which has a body of strong plastic and is a very cheap lamp. Its focus is adjustable for a narrow or broad beam. Other Remax components are axle shafts, bevel gears, king pins, suspension springs, coils, condensers, carbon brushes and contact sets, rotors, starter pinions and sleeves, fuel pipes and many spare or replacement parts for British, American and Continental vehicles.

**Renold and Coventry Chain Co., Ltd., 28, Deansgate, Manchester, 3 (247)**

A power driven model consisting of a single wheel with a free running chain is used to demonstrate the freedom of chain joints in the company's timing chains, which are used in many British car engines.

**Revolvo, Ltd., 399-401, Edgware Road, London, W.2 (10)**

On this stand is displayed the range of RIV ball and roller bearings, which are of Italian origin and used by Ferrari, Alfa Romeo, Lancia, Maserati and Fiat. They are also used on some British cars.

**Ripaults, Ltd., Southbury Road, Enfield, Middlesex (239)**

Here are those wiring harness assemblies which so greatly simplify the production of popular cars, even if they are a bit baffling to the amateur electrician. They are shown with wiring tags, terminals, connectors, earthing cables, and everything else needed by the electrician, and there are different kinds of lighting, starting and ignition cables. Apart from the electrical materials, there is other equipment, such as bonnet fasteners.

**Rist's Wires and Cables, Ltd., Lower Millicote Lane, Newcastle, Staffordshire (323)**

Wire harness looms for most models of car are shown, together with condensers, ignition coils, lighting, ignition and starter cables, battery earth straps and weatherproof cables; and all the accessories of the electrician, such as identification sleeves, terminals and battery lugs and rubber grommets.

**Rival Lamps, Ltd., Hamm Moor Lane, Weybridge, Surrey (402)**

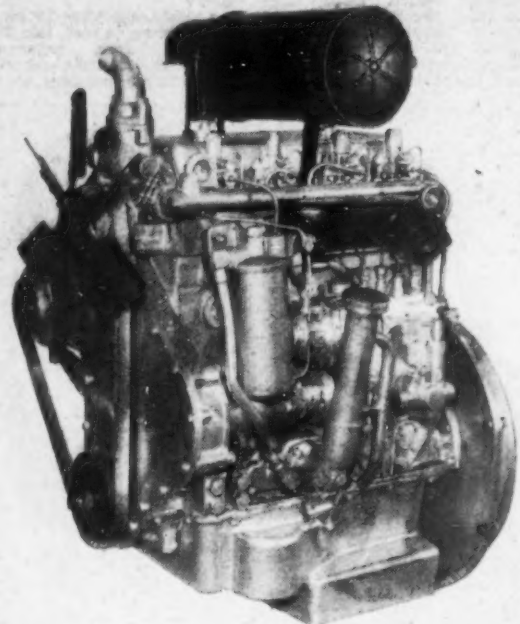
Besides bulbs for all British car lighting, Rival are making French bulbs with either clear or yellow glass, and the three-pin fixing. Yellow bulbs for British lamps are also made.

**Roadways Transport Development, 7, Chesterfield Gardens, London, W.1 (17)**

Industrial and retail trading banking is the function of this company.

**Romac Industries, Ltd., Romac Works, The Hyde, London, N.W.9 (223)**

Romac make car accessories which include radiator anti-freeze, steering wheel "gloves" in velvet of all colours, paints and finishes, licence holders, windscreen wiper parts, and electrical wiring. There are simple tyre vulcanizers and tyre and tube repair outfits for motorists who do their own repairs, and these are also used by garage men.



The Perkins P4C diesel is small enough to be used in a car. It was developed for the Austin taxi.

**Rootes Acceptances, Ltd., Ladbroke Hall, Barby Road, London, W.10 (86)**

This is the financing company which is a subsidiary of the Rootes Group and handles hire-purchase facilities for Rootes agents.

**Ross, Courtney and Co., Ltd., 25, Ashbrook Road, Upper Holloway, London, N.19 (240)**

Here is shown an improved version of the Petromag safety lock, a dual-purpose unit, which turns off both the petrol supply and the ignition of the vehicle to which it is fitted. The new model has a more simple installation than before; it is fitted as a rule on the engine side of the bulkhead, and the only part of the lock appearing inside the car is the keyhole. Other exhibits are a double-ram hydraulic jack in two sizes, electrical wiring fittings, self-tapping screws, electricians' tools, oilers and greasers, and petrol cocks and taps.

**Royal Insurance Co., Ltd., 24-28, Lombard Street, London, E.C.3 (426)**

An insurance company which has considerable motor insurance interests.

**Rubery, Owen and Co., Ltd., Darlaston, South Staffordshire (234)**

Manufacturers of chassis frames, wheels, and other car components, this company displays a representative selection of its products.

**Salisbury Transmission Co., Ltd., Birch Road, Witton, Birmingham, 6 (396)**

On the stand there is a selection of the Salisbury hypoid bevel gear axles used in British cars, with typical hypoid and spiral bevel gears. There is a de Dion rear axle assembly on view also.





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**MOTOR SHOW  
STAND 351**

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## ACCESSORIES at the Show . . . continued



A Fram oil filter (Simmonds Aeroaccessories), with the fitting kit for a popular car not having such a filter as initial equipment.

Tartan weave seat covers by Regency on a bench-type seat.



**Geo. Salter and Co., Ltd., High Street, West Bromwich (436)**

An invisible feature of the Daimler and Lanchester cars in the main hall is the laminated torsion bar which is used in the front suspension. Here this component is seen in a front chassis section mounted with the front wheels running on rotating cams to give the exaggerated wheel movements of a very rough road. Besides having a considerable self-damping characteristic, these laminated torsion bars permit a large range of movement and they also appear in some racing cars. Other exhibits are tension, torsion, volute and compression springs of all kinds for the car industry, and roller bearings, including needle bearings. Certain grey iron castings are shown, too.

**Joseph Sankey and Sons, Ltd., Halley Castle Works, Wellington, Shropshire (229)**

Sankey wheels are used extensively in the car industry and a selection is on view.

**A. Schrader's Son, 829, Tyburn Road, Erdington, Birmingham, 24 (351)**

Besides the Schrader tyre valve, which has a display of its own, showing its construction, the firm shows all the service items of tyre inflation and repair, such as pressure gauges, vulcanizers, and compressor air line equipment.

**Scintilla, Ltd., 20, Carlisle Road, The Hyde, London, N.W.9 (424)**

Vertical magnetos which can be used to replace the distributors of existing coil ignition systems are seen in four-, six- and eight-cylinder models. Dynamos, starters, switchboards, direction indicators, horns, side lamps and other equipment complete the display.

**Scottish Midland Guarantee Trust, Ltd., 5, Forres Street, Edinburgh (13)**

This company extends finance facilities to all branches of the motor trade.

**Serck Radiators, Ltd., Warwick Road, Greet, Birmingham, 11 (308-309)**

Here are radiators for car.

stands to the display of various components manufactured. There are valves, valve guides, camshafts, pistons, brake drums and so on, all of which are used currently by many large manufacturers.

**Silencers (Bolton), Ltd., Waterloo Street, Bolton (4)**

Silencers shown are of the three-pass type, which is standard equipment on many cars, and there are also "straight through" silencers with a central perforated tube encased by cellular sound-absorbing material in an outer chamber. One of the silencers is specially designed for use with very small engines. The design of the stand lays emphasis on the importance of suiting a specific silencer to a specific engine, for scavenging can be upset by a silencer of wrong bore.

**Silentbloc, Ltd., Victoria Gardens, Ladbroke Road, London, W.11 (346)**

In addition to tapered rubber

**Silent Channel Co., Ltd., Ferrers Road, Huntingdon (79)**

Here are the window channels, door seals and rubber mouldings which are used in making cars weatherproof. There are both flexible and rigid window channels and draught strips built up by thin steel covered with rubber, and then a moquette, felt or velveteen.

**Simmonds Aeroaccessories, Ltd., Treforest, Glamorgan (307)**

The principal product is the range of fibre, nylon and Pin-nacle self-locking nuts, which are shown in all types and sizes of British, American and metric threads. The nylon insert nut, called Nyloc, has very considerable endurance, that is, it can be tightened or loosened innumerable times, and this nylon locking does not wear bolt threads. There are also Spire speed nuts, fixings and clips, fasteners which are very rapid in use and are used in car assembly to speed and simplify production. Although the Fram filters are normally standard equipment, kits are available for their fitting to many cars which do not have efficient filters as initial equipment. There is a cartridge oil filter—both by-pass and full-flow oil cleaners are made; a petrol filter, with a replaceable cartridge; and a cooling system filter of the by-pass kind which besides removing any dirt or rust from the water also has properties for softening hard water and inhibiting scale deposits.

**Simms Motor Units, Ltd., Oak Lane, East Finchley, London, N.2 (245)**

This company makes a full range of electrical equipment of all kinds, but it is more familiar in connection with commercial vehicles than with cars. An interesting unit is the magnetic oil filter which removes fine ferrous particles from lubricating oil.

**Simoniz (England), Ltd., 16, Catherine Place, London, S.W.1 (357)**

This year a liquid wax is added to the solid waxes for which this company is known.

**Small and Parkes, Ltd., Hendham Vale Works, Harpurhey, Manchester, 9 (265)**

Don brake linings are shown in both woven and moulded forms, and there are Donflex clutch discs, with cushioning between the friction faces and, in certain types, additional flexibility. Bonnet tapes and webbing, luggage and securing straps, fan and dynamo belts, radiator housings, pump packings, jointings and radiator hose are also made and shown.

and metal bushes for i.f.s. systems, rubber bush shackles for leaf springs and many rubber mountings for engines and other components. Silentbloc show a new fastener called the Vibrex. It is secured by a T piece moving over a cam, and incorporates a rubber spring washer. It can very quickly be fastened and freed many times over, without any wear, with a single twist of a screwdriver.

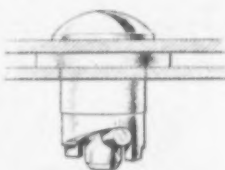
shells, grilles, tanks and other presswork are also shown, with non-ferrous tubing for fuel and brake systems.

**Servais Silencers, Ltd., Ashford Works, Ashford Road, London, N.W.2 (276)**

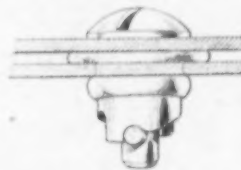
The Servais straight-through silencers have a perforated centre pipe and outer chamber filled with sound-absorbent material and they tend to lower back pressure in exhaust systems. For this reason many of the silencers shown are those which are fitted to British performance cars. But there are other silencers which in bore and expansion chamber size are designed for conversion jobs on popular cars in cases where the original baffle silencer has given up and, in replacement, it is desired to use a silencer of higher efficiency.

**Sheepbridge Engineering, Ltd., and Sheepbridge Stokes, Ltd., Sheepbridge Works, Chesterfield (308-309)**

These companies devote the

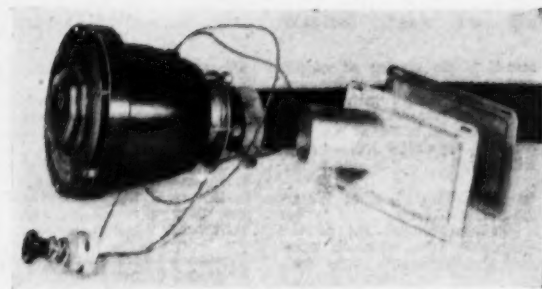


UNLOCKED



LOCKED

A cam and peg is the basis of a new Silentbloc quick fastener, which compresses a rubber washer.



The new edition of the Tudor interior heater-ventilator, with collector plates for the car's radiator, and a distributor unit incorporating a fan.

## ACCESSORIES at the Show

— continued —

**S. Smith and Sons (England), Ltd., Cricklewood Works, London, N.W.2 (248)**

Among the instruments shown on this stand, the electrical temperature and pressure indicators are new. They require no capillary tube or oil pipe, as the connection between the temperature recording unit and facia unit is by simple wiring. What is called "black lighting" is used on cars, and is demonstrated on the Smiths stand. The instrument dial is black and the figures and pointer are all of a special green which is highly visible but does not cause any glare.

As well as fresh-air heater and ventilator systems, of the kind fitted as initial equipment or an optional extra to many cars, there are recirculatory heaters which can be installed where there is no manufacturer's provision for a heater. A great variety of fittings has been evolved for these, so they may be readily fitted to cars. There is a neat and inexpensive product which accommodates below the facia any two-inch diameter Smiths instrument, but in particular a clock, a fitting which some cars lack. The display is completed with Bluecol anti-freeze, Smiths car batteries with rubber separators and moulded vent plugs, and flexible oil and petrol pipes and speedometer drives.

**Smiths Jacking Systems, Ltd., Cricklewood Works, London, N.W.2 (334)**

The centre-piece of the display is electro-hydraulic equipment for raising and lowering convertible coupé heads under the control of a facia switch. Another display shows the four-wheel, built-in hydraulic jacks, operated either by a hand pump or electrically. Portable jacks, designed to operate in lugs at the side, front or rear of the car, include single leg models and also the Bevelift Mark IV jacks which have split legs to give added stability. Bevelifts have bevel-gear heads to make operation easy.

**Thomas Smith and Sons of Saltley, Ltd., Saltley Mill, Birmingham, 8 (300)**

Drop forgings in both steel and Duralumin are exhibited, with a range of hand tools and tool kits made under the name Snail.

**Smith's Stamping Works (Coventry), Ltd., Ribble Road, Coventry (216)**

This manufacturer specializes in the production of steel drop forgings. A varied selection is on show.

**Solex, Ltd., Solex Works, 223-231, Marylebone Road, London, N.W.1 (218)**

Solex carburetors are again displayed and choke and jet combinations are tabulated. Several interesting cutaway views of carburetors are exhibited.

**Specialoid, Ltd., Black Bull Street, Leeds, 10 (302)**

This firm reappears at the London Motor Show after a long absence, and is again exhibiting pistons and rings, and providing reconditioning services for motorists and motor traders. Piston rings are shown with all the latest treatments, such as tin plating, anodizing and chromium plating. The Specialoid Roebuck chromed armouring ring is intended to fit worn ring grooves of used pistons.

**Stedall and Co., Ltd., Broad Street House, 164, High Holborn, London, W.C.1 (324)**

Car body fittings and accessories, upholstery materials, and finishes are exhibited.



A Smiths clock in the new bracket for extra instruments not included in the facia.

**E. Steiner, Ltd., 86, Snow Hill, Birmingham, 4 (370)**

Brivac replacement parts include axle shafts, chassis components, clutch, components, gears, engine and exhaust parts and flexible mountings, fuel pumps, flexible pipes, grease nipples, wheel nuts, and ignition and lighting system parts.

**Sterling Metals, Ltd., Northey Road, Foleshill, Coventry (339)**

On this stand are cast-iron cylinder blocks and heads, and both sand and permanent-mould castings in aluminium and Elektron magnesium alloys.

**Sternol, Ltd., Royal London House, Finsbury Square, London, E.C.2 (342)**

Motor oils are shown in various containers, which include one called the Alibag, which is a flexible metal container much resembling a large tooth-paste tube. The firm's anti-freeze is also available in this Alibag container.

**S.U. Carburettor Co., Ltd., c/o W. H. M. Burgess, Ltd., Brunel Road, London, W.3 (235)**

Carburetors for all makes of cars, and spares kits are shown, and there are instances of carburettor replacement services, with exploded views of the different types and other technical information.

**Super Oil Seals and Gaskets, Ltd., Birmingham Factory Centre, King's Norton, Birmingham, 30 (348)**

The manufacturer of certain oil seals which are used in many British production cars.

**F. Taylor and Sons (Manchester), Ltd., 136-142, Bolton Road, Pendleton, Salford, 6, Lancashire (272)**

Among the presswork exhibited are silencers, with pipe clips and flexible adaptors, brake shoe relining machines and tool boxes. There is a new and simple oil draining sump tray, which is wide and shallow and has a closed storage chamber so that oil cannot spill and can only be drained by means of a pourer. A splashless gauze filter can be used with this tray. The company's F.T.S. silencers are straight-through models with perforated inner tube and double outer chamber filled with sound-absorbent material.

**Tecalemit, Ltd., Plymouth, Devonshire (411)**

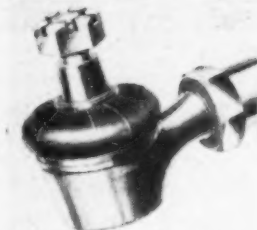
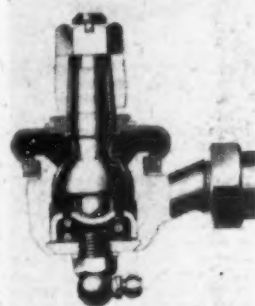
On their stand in the accessory section Tecalemit display their oil and fuel filters, filter elements, hand grease guns and nipples, and metal flexible petrol and oil pipes.

**Tempered Spring Co., Ltd., P.O. Box 17, Sheffield, Yorkshire (333)**

These exhibits comprise coil springs and presswork for cars, valve springs, coil suspension springs, clutch and chain-tensioner springs. Bumper brackets are another product.

**Herbert Terry and Sons, Ltd., Novelty Works, Redditch, Worcestershire (419)**

Terry's show valve springs, Bendix starter springs and all the other coil springs used in cars. There are also brake cables, circlips, hose clips, steel spanners, flexible shafts and speedometer drives, valve spring compressors and leaf spring greasers.



A sealed and self-adjusting Thompson steering rod joint (Automotive Products).

**Tewel Industries, Ltd., Cotton Hall Street, Darwen, Lancashire (438)**

A speciality of the company is 200 different packs of everyday workshop requirements. There are a cup-type battery terminal, a rust remover, some good-looking tail lamps, body fittings, spare parts, electrical components and hose. A range of German car tools includes some of new and novel design.

**John Thompson Motor Pressings, Ltd., Beacon Works, Wolverhampton (373)**

A good example of a heavy-duty chassis frame, that of a Bentley, is seen on this stand. It is composed of deep channel members with deeper section cruciform bracings, and insert channels boxing a great deal of the frame, which is arc welded together. A lighter frame is that of the Austin-Healey, based on complete box-section mem-



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**the infinitely desirable**  
**ASTON MARTIN DB2-4**



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DB2 RE-DESIGNED with

greater luggage space,

two additional rear seats

and the Vantage engine!

**A**LL THE SPEED, liveliness, superb road-holding and flexibility of the original, race-bred DB2 — *plus* just those conveniences of luggage space and extra seating which add so much to the enjoyment of motoring: that is the DB2-4!

**Flat-flooring** to luggage space whether occasional rear seats are in use or not. Access through large rear window. Extra wheel separate and rapidly released.

**Occasional seating** adds to the convenience of the car, providing generous accommodation for children, occasional seating for adults.

**Vantage engine** — the racing version with 125 b.h.p. at 5,000 r.p.m. now fitted as standard. The secret of the DB2-4's amazing flexibility both in traffic and on the open road.

*Also available as Drop-Head Coupé.*

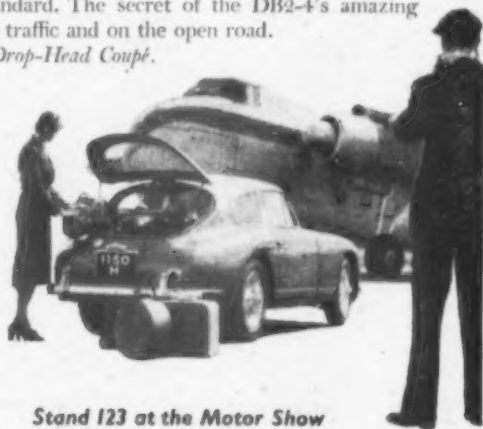
THE DAVID BROWN CORPORATION (SALES) LIMITED



ASTON MARTIN DIVISION

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Stand 123 at the Motor Show

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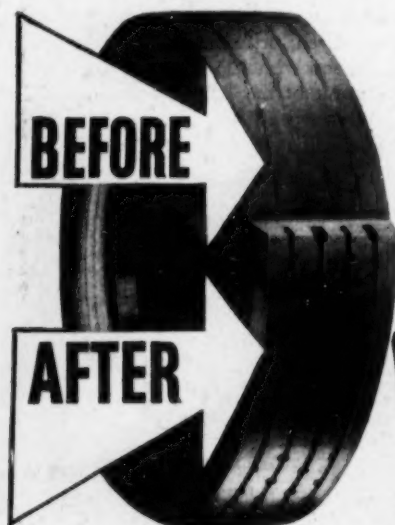
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## ACCESSORIES at the Show . . . . . continued

bers. This interesting car was seen at the Show last year and again appears, but the chassis has not previously been publicly shown and is well worth a visit. A Hilman Minx rear axle casing is another exhibit.

**Thornley and Knight, Ltd.,**  
Bordesley Green Road, Birmingham, 9 (337)

Finishes shown include a cellulose lacquer, a synthetic enamel and a very pale body varnish for use over the synthetic enamel. There is a rapid drying coach enamel and a yacht varnish. This may be of interest to station-wagon owners, as yacht varnishes are customarily much more durable and water-proof than ordinary varnish.

**Transport Brakes, Ltd.,** Bath Road, Brislington, Bristol, 4 (435)

The brake linings exhibited, which are called T.B.L., include all kinds of brass and zinc wire interwoven asbestos liner, non-metallic asbestos material, and moulded brake liners, some of which are hard ones with good anti-fade properties, for use in self-energizing brakes. All the incidentals of clutch and brake lining fitting are also seen.

**Trico-Folberth, Ltd.,** Great West Road, Brentford, Middlesex (303)

As always, the Trico stand shows flashing light signals, traffic indicators and windscreen wipers of all types in working form, and there is a great pushing of buttons, flashing of lights and even an occasional escape of water. The stand features a campaign to persuade motorists to change their wiper blades regularly.

**Triplex Safety Glass Co., Ltd.,** 1, Albemarle Street, London, W.1 (344)

Triplex can always be relied on to produce a striking stand at the London Show and this year they have made it very largely of glass, some of which is coloured laminated glass. There is a show of "3-D" coloured slides showing stages in the manufacturing process of curved safety glass, both toughened and laminated, and the potentialities of curved glass are illustrated.

**H. P. Hubert, Trist and Co., Ltd.,** Top Dog Works, Brislington, Bristol, 4 (279)

The brake linings seen here are made for all British, Continental and American cars and are made under the name "Top Dog."



Part of a Wellworthy special Duaflex oil control piston ring, which now has a chromium-plated version.

**Tudor Accessories, Ltd.,** Benlow Works, Silverdale Road, Hayes, Middlesex (288)

At the Show, Tudor introduce a new edition of their car interior heater, which can be fitted to any car. Its heating capacity has been nearly doubled, larger ducting being a major factor in this. A number of other accessories are shown.

**Tungstone Products, Ltd.,** 3, St. Bride's House, Salisbury Square, London, E.C.4 (415)

The Tungstone starter batteries are shown in a large variety for all kinds of British and foreign cars and the company also show stationary cells.

**Ernest Turner (London), Ltd.,** Northdown House, Northdown Street, London, N.1 (80)

Coachwork fittings and materials are seen on this stand. There are upholstery cloths and linings, carpets, hood material, loose covers; draught excluders, parcel nets and general trimmings; ashtrays and roof lamps; dry cleaner for textiles; and Tur-laca celluloses and synthetic enamels.

**Tyre Products, Ltd.,** Palace of Engineering, Wembley, Middlesex (405)

A useful addition to the rubber link car mats which are shown is a portable dirt tray, which goes under the mats and is easily removable and emptied of the mud and dirt which pass through the space between the links. In an endeavour to match



Wingard make a dipping mirror with "flick" operation.

as many different interior upholstery schemes as possible, the range of colours in which these heavy-duty mats are made has been increased.

**United Dominions Trust, Ltd.,** Reg's House, King William Street, London, E.C.4 (95)

This is a financing company which appears at the Show in connection with its motor trade business.

**United Motor Finance Corporation, Ltd.,** Stoke Park House, Slough, Buckinghamshire (20)

Another company providing finance facilities for motor traders.

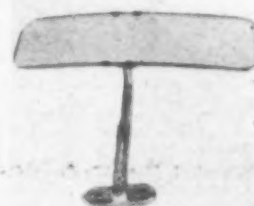
**Universal Ball Bearing Repair and Manufacturing Co.,** 111-115, Hammersmith Grove, Hammersmith, London, W.6 (400)

As implied in the title of this

firm, it manufactures, repairs and sells all kinds of ball bearings. But it is also a factor which supplies to the motor trade accessories, parts and components of every kind and every make, and exhibits on its show stand a representative selection of accessories. It is sometimes the case that a motorist in the galleries can see on the factors' stands accessories which are not seen anywhere else.

**Universal Dampers, Ltd.,** Cranmore Boulevard, Shirley, Birmingham (397)

The principal exhibit is the Telflo Hi-Duty model, which is a direct acting rubber-filled damper similar in design to the Telflo standard model, but more



Tyre Products' rubber-link mats for cars.

for windscreens and side windows.

**Weathershields, Ltd.,** Bishop Street, Birmingham, 5 (92)

The simple Weathershields-Cosmic car interior heater, which delivers to the passenger space warmed air from the car's radiator, has now two versions, one of which has windscreen demisting ducts. Although the opening sunshine roof has almost disappeared from production cars, it still appears as an accessory, and it can be fitted to any saloon, conversion kits being available.

In addition to the radiator muffs, there is now a radiator blind with a roller, and another employing two flaps and known as the Radwarm. Other new products are a companion and ash-tray for the pipe smoker, and a simple luggage platform for the Austin A.40, keeping the luggage off the exposed spare wheel which occupies the floor of the locker.

**Wellworthy, Ltd.,** Stanford Road, Lymington, Hampshire (386)

The Al-Fin bimetallic brake drum, a light alloy finned drum with a bonded iron lining, has had rather a good year with Aston Martin and the Austin-Healey which has been doing high speed runs in the U.S.A. It is light, and can get rid of heat to cut down the fading which can afflict brakes on performance cars. Several examples are shown.

In the great range of pistons, piston rings and cylinder liners there is an interesting new oil control ring, the Duaflex, which is a very flexible ring and also exerts up and down pressure in piston grooves, so that the phenomenon known as "pumping," which consumes oil, is avoided. It is now to be chromium plated, which extends the life of both rings and bores. Among the cylinder liners are centrifugally cast, hardened and tempered types for maximum life.

**Welfit Manufacturing Co., Ltd.,** Adelaide Street, Halifax, Yorkshire (442)

Materials used for the range of seat covers are moquette, cut and uncut; all-wool tartans; cotton drill; Bedford cord; Tygan plastic-impregnated open weave; rubberized taffeta tartan, trimmed with a material called "satin der-

Wingard's new Panoramic mirror, with a curved glass.

heavily built, and having a much larger working chamber. Among the Rotoflo lever dampers is a recently introduced model with 3 1/2 in bolt hole centres, which extends the number of cars to which these dampers can be fitted.

**Universal Power Drives, Ltd.,** Aintree Road, Perivale, Greenford, Middlesex (1)

This stand is devoted to the Rzeppa constant velocity universal joint, which is now being manufactured in Britain in the smaller sizes. It is seen in application to both independent front and rear suspensions transmitting power, in the case of rear suspensions through swing axles.

**Vandervell Products, Ltd.,** Western Avenue, London, W.3 (268)

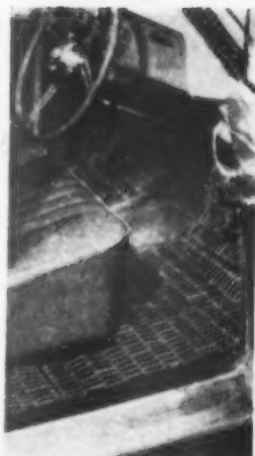
This company are well known for the thin-walled bearings they make, and which are fitted to a vast number of cars both in this country and abroad.

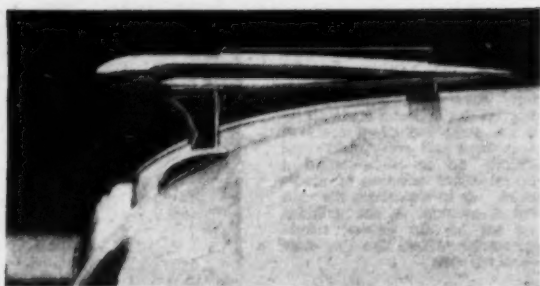
**Vokes, Ltd.,** Henley Park, Guildford, Surrey (365)

Among the air cleaners and silencers for the carburettor air intake which are shown is a new one designed for the new Rover 75, and there are also the oil-wetted three-ply designs applied recently to the M.G. There are full flow oil filters as fitted to the engines of Rolls-Royce, Bristol, Frazer-Nash and Alfa Romeo, and the part-flow filters used in certain of the models of the Nuffield group. Fuel filters are also made and shown.

**Smith, Wayne and Co., Ltd.,** 76, Clapham High Street, London, S.W.4 (446)

The principal product of this firm is the Topcyl upper cylinder lubricator, which supplies lubricant to the cylinder bores during a cold start. They also show Smog demisting dusters





For Ford Consuls—Wilmot Breeden's new mascot.

## ACCESSORIES at the Show continued

side"; and a cigarette-proof material known as Kumfiweave. Many of the covers use two different materials, making a smart contrast, and in some cases avoiding the excessive effect of a strongly patterned material on very large seats. There are also car carpets, duplicating the tailoring of the original carpet, and including rubber backed carpets. And there are pyramid pattern rubber mats. A useful item is the Dunkipillo seat pad, made with loose cover materials, which can be used to increase the comfort of seats by amending their shape. Welfit also show a radiator blind, operated from the fascia by a simple control.

**White Cross Insurance Co., Ltd.,**  
Kinnaid House, Pall Mall East,  
London, S.W.1 (84)

This is a company which undertakes all varieties of car and motor trade insurance.

**Whiteley (Rishworth), Ltd.,**  
Slitheroe Works, Rishworth, near  
Halifax (437)

The products exhibited are crown wheels and pinions, drag link ends, shackle pins, steering linkage components, i.f.s. parts, water pumps and pump bearings. Repair kits for water pumps and for universal joints are another product.

**Wico-Pacy Sales Corporation,**  
Ltd., Denbigh Road, Bletchley,  
Buckinghamshire (293)

The range of Wipac sparking plugs is now a complete one, and to it there has been recently added a 14mm plug for Vauxhalls which are very much prone to run cold. The whole range is now duplicated in plugs which can be dismantled for cleaning, exposing the central electrode. Among magnetos, there is a new four-cylinder totally closed model. Certain magnetos can be used for distributor replacement in coil ignition systems.

The range of fitting kits which enable the Wipac engine oil filter to be fitted as an extra or accessory has been extended to take in more makes and models and there are also petrol filters, the de luxe model having a cartridge element, while the simpler ones have a glass bowl and simpler element. Electrical accessories include horns, rear and stop lamps, and stop lamp switches.

**Wilcot (Parent) Co., Ltd.,**  
Alexander Park, Fishponds,  
Bristol (422)

Gaiters for leaf suspension

springs are an unusual and useful accessory on this stand. Other accessories and preparations are loose seat covers, paint remover, radiator muffs, polish, grinding compound, radiator leak stopper under the name of Noleex, and gasket sealing compound.

**Willenhall Motor Radiator Co., Ltd.,** Station Works, Neachells Lane, Willenhall, Staffordshire (359)

Sheet metal presswork exhibited comprises the wings, bonnet and body sills of a 1½-litre Riley, the front and rear wings of a TF M.G. Midget, and the main floor, front floor, pillars and bumper apron pressings of an Armstrong Siddeley Sapphire.

**Wilmot Breeden, Ltd.,** Amington Road, Birmingham, 25 (326)

Here is a new rotary lock for front doors. It combines the usual features of doors which can be locked either from outside by a key or from inside by pushing the door catch to the locked position. But, most ingeniously, means have been worked out whereby a driver cannot slam-lock both doors, when he has left his key inside the car, and lock himself out. And he can dismount at either side, so that he is less likely to be trapped in car parks, and need not dismount into traffic.

Wilmot Breeden make the fittings for the majority of current cars, and they show radiator grilles, steering wheels, door and window regulators, bumpers, locker and bonnet hinges, badges, locker and bonnet stays

and all such fastenings and fittings. Of particular interest are extra accessories are a torpedo-shaped bonnet mascot for the Ford Consul, which besides being decorative gives the driver "something to aim with" and is rather useful; and transparent vizors which can be used to replace the solid, cloth-covered W.B. vizors fitted to so many cars.

It may be added that some of the interior fittings shown are an improvement in styling on the older types of fittings which car manufacturers continue to use.

**Wingard (M.A.), Ltd.,** Kingsham Road, Chichester, Sussex (387)

This is one of the few stands where there is a complete range of accessories of all kinds. New productions are many. A panoramic mirror, designed to take advantage of the width of modern rear windows has a telescopic bracket and adjustable mountings which enable it to fit existing holes. There are three new interior lamps, two being made entirely of plastic, and a new sun vizor. Reflectors for the coming rear lighting regulations are sealed, to preserve the brightness of the internal lens facets. An exterior mirror has mountings which enable it to be fitted anywhere.

One very novel accessory has been brought out by Wingard this year. It consists of a pair of transparent plastic masts which clip into the rims of headlamp lenses and, picking up light from the lamps, glow as visible width indicators at night.

**Wood Auto Supplies, Ltd.,** Standard House, Huddersfield (319)

Armatures and field coils are displayed as replacements for all British and American dynamos and starters, and there are other electrical replacement parts.

**Jonas Woodhead and Sons, Ltd.,** 177, Kirkstall Road, Leeds, 4 (269)

Besides initial-equipment telescopic dampers, there are on the stand conversion sets, which enable telescopic dampers to be fitted to cars not originally so equipped. Complete suspension units show the combination of a coil spring with a hydraulic damper, and there are sectioned dampers which show the construction and operation. Torsion bars, and laminated and coil springs are shown.



The Wico-Pacy oil micro-filter has an easily replaced screw-out cartridge.

**Chas. Wright, Ltd.,** Churchway, Edgware, Middlesex (414)

This company's number plates have either white, triangular-section digits or silver-coloured digits. There are also translucent figures for use in illuminated number plate boxes. A main product is signs for motor agents.

**Yorkshire Insurance Co., Ltd.,** 66, Cornhill, London, E.C.3 (439)

This motor insurance department has expert representatives on the stand.

**Young Accumulator Co., Ltd.,** Crompton House, Aldwych, London, W.C.2 (358)

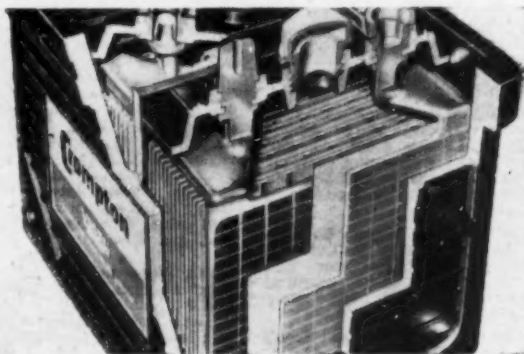
What was formerly known as the Young battery is now made under the name Crompton, an abbreviation of the name of Crompton Parkinson, Ltd. The new batteries have the latest features of micro-porous separators, moulded hard rubber containers, and new grid and active material specifications, the latter having an effect in improving the output of the battery when it is cold. The batteries have special vent and filler plugs, and they can be stored unfilled.

**Zenith Carburettor Co., Ltd.,** Honeycot Lane, Stanmore, Middlesex (231)

Here there are entirely new Zenith petrol filters which can be quickly fitted to any carburettor. For the keen student, there are Zenith and Stromberg sectioned carburetors, exposing the many internal channels which are something of a mystery when a complete carburettor is owned and contemplated, and which handle metered and unmetered fuel. These passages are painted in colour, and there are accompanying charts. "Master carburetors," used by agents in checking faults in engines, are also shown. A feature is made of replacement carburetors for cars fitted with earlier carburetors, and an example is a Ford Eight and Ten model which has greater accelerating capacity and a meaner cruising mixture.

**Zinc Alloy Rust-Proofing Co., Ltd.,** Shakespeare Street, Horseley Fields, Wolverhampton (5)

Examples of components protected by the Sherardizing process include window channels, nuts, bolts and other fastenings, tools, sheet metal presswork and metal rods.



Part-sectioned interior of a Crompton battery. These batteries were formerly called Young batteries.

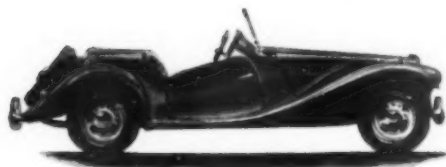
See the new 1½ LITRE  MAGNETTE SALOON

at the Motor Show!



 *Safety fast in airsmoothed style*

This sensational new M.G. Saloon combines the best features of contemporary design with really brilliant sports car performance. Powered by a 1½ litre o.h.v. push-rod engine fitted with twin S.U. carburetters, it develops nearly 60 b.h.p. and will carry you safely and smoothly at 80 m.p.h. and more. If you want quite remarkable performance, the beauty of airsmoothed styling, and spacious luxury for the whole family, you will find that there is no car like the M.G. Magnette. Come and see it at the Motor Show, Earl's Court.



SEE ALSO THE *new*  
T.F. SERIES  MIDGET  
— the zippiest model ever!

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THE MOTOR SHOW  
EARL'S COURT  
OCTOBER 21-31, 1953








# *on Stand 168*

**INTERNATIONAL MOTOR SHOW, EARLS COURT (OCT. 21 — OCT. 31)**

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*Hold Straighter - Drive Safer*  
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PARSONS CHAIN COMPANY LTD., STOURPORT-ON-SEVERN, WORCS.

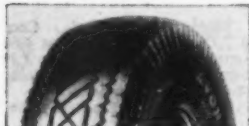
# TYRES

**Avon India Rubber Co., Ltd.,**  
Mabledon Place, London, W.C.1  
(207)

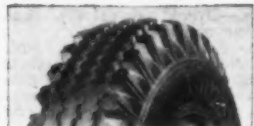
White-walled tyres are shown for the first time, and most popular sizes are available. There are two ranges, the H.M. type being in either standard or heavy-duty patterns, and there is the Super-Cushion low-pressure tyre.

**Bergougnan Tyre Co., Ltd.,**  
95-100, White Lion Street,  
London, N.1  
(211)

This company has also introduced white walls, and the development is shown on a Silent Comfort low-pressure tyre. At the Show, the 6.00-16in R.Q.E. tyre is introduced, and this is a tyre for cross-country and colonial work, giving a good grip on (or rather, in) soft surfaces, while retaining sufficient circumferential continuity of tread.



Avon's H.M. tyre.



A Bergougnan R.Q.E. tread.



John Bull Flexiwall tyre.

**British Tyre and Rubber Co., Ltd.,** Herga House, Vincent Square, London, S.W.1  
(202)

The tread of B.T.R. tyres is wide and flat and of the maximum thickness consistent with cool running. The side walls are protected by a quite thick rib, providing against rubbing on pavement edges. There is a range of white-walled tyres, designated Gilt Edged White Wall.

**John Bull Rubber Co., Ltd.,** Ervington Valley Mills, Leicester  
(215)

John Bull tyres have gone over to the school of very flexibly walled tyres (and apart from other merits, flexible walls do tolerate the idiosyncrasies of independent front suspension as applied to some cars). The tread is a fairly plain long-life one. John Bull also show convoluted radiator hose; rubber Snowgrips; rubber substitutes for iron chains; car mats; and plug waterproofing shields.

**Davies Tyre Co., Ltd., Davies Works, The Hyde, London, N.W.9**  
(209)

The Davies tyre range was until recently limited, but the Show marks the introduction of

all popular sizes, including 13, 14 and 15in sizes. There are Standard and Heavy Duty tyres.

**Dunlop Rubber Co., Ltd., Fort Dunlop, Erdington, Birmingham, 24**  
(213)

Dunlop tyres are fitted to so many British cars that their characteristics are universally known. Seen on the stand, it is observed that they have acquired stop notches to match modern brakes on wet roads, retaining their circumferential running ribs for long mileage, with zig-zag edges to present the maximum amount of edge to the road.

Other new developments include the Dunlop tubeless tyre, which will retain air when nails are driven into it.

**Firestone Tyre and Rubber Co., Ltd., Great West Road, Brentford, Middlesex**  
(203)

Firestone introduce the Town and Country tyre for mud, ice and snow. This tread has three continuous circumferential ribs which fit it for running on normal, hard-surfaced roads. But their Z edges, their wide clearances between ribs, and their numerous crosswise slicings would seem, in theory certainly and almost certainly in practice, to give them a lot of sticking power in bad conditions. The other Firestone exhibits featured are Firestone De Luxe and Super Balloon tyres, the latter being designed to run at very low pressures. In addition, there are the Leakproof inner tubes.

**Goodyear Tyre and Rubber Co. (G.B.), Ltd., Bushbury, Wolverhampton**  
(208)

Again, white-walled tyres are seen here. The Eagle now has a rayon cord case, to make it



The standard Dunlop tread.

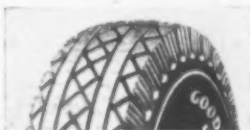


The Firestone Town and Country tyre, a compromise between the requirements of mud and main roads.

lighter and more resilient, with thicker, deeper, wider and flatter treads. To the diamond-patterned tread, which has a name for long mileage, there have been added stop notches, for additional braking grip on wet roads. The firm's standard tyre, the De Luxe All-Weather, has a rayon cord carcass, too, and is now available in the full range of sizes. The Lifeguard Safety tube, which will not release the air suddenly if cover and tube are suddenly pierced, is shown.



The Michelin X tyre. The tread, which has numerous stop notches: and (right) the construction, showing the wires woven into the carcass.



The Goodyear Eagle tyre.



Henley's S.G. tyre.



India's new Winter tyre, with deep non-clogging spaces in the pattern.

**Henley's Tyre and Rubber Co., Ltd., 95, Aldwych, London, W.C.2**  
(204)

Henley show their Super-Cushion tyres, based on a new carcass with rayon cords, which is more flexible and less liable to bruising than older types, and the treads are larger and flatter. The stand is distinguished by a waterfall, pool and goldfish, and is therefore one of the few really restful places at Earls Court!

**India Tyre and Rubber Co., Ltd., 30, St. John's Wood Road, London, N.W.8**  
(205)

The main feature of the India stand is the Super tyre, which is standardized by Bentley. For long exported, white-walled tyres are now offered for the home market. There is a new Winter tyre, which is designed for snow and mud (it is shown in an illustration), and this has a tread calculated to bite well in soft surfaces and to have good non-clogging properties, while retaining sufficient continuity to be almost normal on hard roads as regards rate of wear and silence.

Also shown is a new tube, the India Superguard. This has a double wall, so that when the outer tube is suddenly punctured, the inner tube holds up and a safe stop can be achieved while the valve slowly releases the air from the inner compartment.

**Michelin Tyre Co., Ltd., 81, Fulham Road, London, S.W.3**  
(210)

The Michelin X tyre has for some time been familiar to the keen motorist as something



rather good, but strictly Continental. At the London Show it is released (in 6.00, 6.50 and 6.70 sizes for 16in wheels) for the British motorist. This tyre has two aspects. Its very flexible walls and unique metal-wire-woven carcass keep the tread rolling true while cornering fast and the action of independent suspension applies, so that it has a name in competition work: and in normal use its true-running properties may result in higher mileages before replacement. Michelin also show the supple-walled Zig-Zag tyre, found in all sizes, and the Stop and Super-Comfort low-pressure tyres, with their sliced treads.

**North British Rubber Co., Ltd., 1, Birch Street, Wolverhampton**  
(214)

White-walled tyres dominate the stand, and are incorporated in a rotating display. The company is now responsible for both North British and Dominion tyres. The former range includes the seven-row cover, and the Air-Tite safety tube; and tyres with the Airhide and Standard treads. It is claimed for all inner tubes that anti-static electricity properties are imparted during manufacture: static from the tyres is a factor in radio interference.

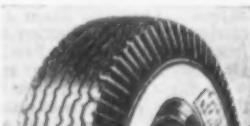
The Dominion range includes the Royal De Luxe, the Royal Air-ride, and the Safety Vent Tube.

**Palmer Tyre, Ltd., Herga House, Vincent Square, London, S.W.1**  
(201)

The Palmer tyre has been recently redesigned to provide a flatter and wider tread, and is shown in popular sizes.

**Pirelli, Ltd., 343-345, Euston Road, London, N.W.1.**  
(206)

Pirelli show tyres with an interesting tread; they have two broad running ribs and a pattern of silent-running studs which are shaped as triangles, with the fore and aft ends squared off. There are three double rows of these studs.



North British have white-walled versions of their tyres.



The Pirelli tread.

## NEW CARS AT THE SHOW

Extremely sleek lines and a miniature version of the familiar Daimler radiator make the new Conquest Roadster an extremely attractive car. The rear brakes are cooled by air ducted from intakes in the front edges of the rear wings.



## A SPORTING DAIMLER

CONQUEST ROADSTER OPEN MODEL INTRODUCED AT THE SHOW :  
INCREASED POWER AND HIGHER GEARING

**F**OR many years the Daimler company has produced cars for stately occasions, and in consequence the name perhaps primarily brings to mind thoughts of town carriages. Although very fine examples of this type of vehicle are still built by Daimler, this year has seen the birth of a newer, lighter, more lively and less costly model, the Daimler Conquest, enabling the owner-driver who requires a medium-sized vehicle to own and operate a car bearing that famous name. The introduction of the Conquest, then, considerably increased the market for Daimler cars. Another new model has recently been announced, the Conquest Roadster. Although this is based on the Conquest saloon fully described in *The Autocar* of May 8, 1953, the model is completely new and is a newcomer to Earls Court.

### More Power

The Conquest saloon is a very lively machine, with its 2½-litre overhead valve engine developing 75 b.h.p. at 4,000 r.p.m.; modifications have been made to the Roadster engine which enable 100 b.h.p. at 4,600 r.p.m. to be developed.

The engine is an overhead valve six-cylinder unit of 76.2 by 88.9 mm bore and stroke; it has, therefore, a fairly long stroke. A single casting forms the crank chamber and cylinder block, and this is split at the crankshaft centre line. Particular attention is paid to water cooling round the bores and head, and engine life is increased by the use of dry cylinder liners which are finally machined in position. The crankshaft is supported by four main bearings, and carries a torsional vibration damper at the front and the fluid flywheel for the Daimler transmission unit at the rear.

So far the specification is similar to that of the production engine, but in place of an iron casting a light alloy cylinder head is used, and the compression ratio is 7.75 to 1 compared with 6.6 to 1, while in place of a single downdraught carburettor, two horizontal S.U. instruments are fitted. A high-lift camshaft and larger diameter valves also improve the breathing. Transmission modifications include a change in axle ratio to 3.73 to 1, although the actual gear box ratios remain the same as for the normal Conquest. The suspension arrangements, with longitudinal laminated torsion bars and wish-

bones at the front, and half-elliptic springs at the rear, remain unchanged. Although the diameter of the brakes remains unaltered at 11in, the width has been increased by half an inch, both front and rear drums being 2½in wide.

The open two-seater body is sleek and has clean flowing lines; an impression of the low build of the model can be gained when it is realized that the radiator height is some 5 inches lower than that of the standard saloon. The use of a fairly long wheelbase—8ft 8in—together with the considerably forward position of the engine, has enabled the seats to be placed exactly midway in the wheelbase, thus ensuring that passenger loading will not alter the weight distribution. An unusual feature of the bodywork is the curved one-piece windscreen, which is swept round at its outer ends to prevent a blind spot at the position normally occupied by the screen pillar.

This model is equipped with many sporting fittings such as Le Mans-type head lamps, while the instruments include a tachometer (rev counter), a clock, water temperature and petrol gauges, and warning lights for the ignition, main beam, direction indicators and oil pressure.

At present this model is available for export only, but home market deliveries will begin early in 1954.

### SPECIFICATION

Engine.—6 cyl, 76.2 x 88.9 mm. 2,433 c.c. Overhead valves operated by push rods

and rockers. Single side camshaft. Compression ratio 7.75 to 1. 100 b.h.p. at 4,600 r.p.m. Maximum torque 130 lb ft at 2,400 r.p.m. Four-bearing crankshaft. Modified "bath tub" combustion chambers.

Transmission.—Daimler fluid flywheel. Preselector gear box.

Gear Box.—Overall ratios: Top 3.73; third 5.48; second 8.24; first 14.32 to 1; reverse 19.43 to 1.

Final Drive.—Hypoid axle (11:41). Ratio 3.73 to 1. Four-pinion differential.

Suspension.—Front: independent, wishbones and laminated torsion bars. Anti-roll bar and telescopic dampers. Rear: Half-elliptic springs. Telescopic dampers. Suspension rate (at the wheel): Front, 85 lb per in; rear, 114 lb per in.

Brakes.—Girling hydro-mechanical. Two-leading shoe front; leading and trailing shoe rear. Drums: 11in diameter, 2½in wide front; 11in diameter, 2½in wide rear. Total lining area, 148 sq in (74 sq in front).

Steering.—Bishop cam (cam and roller).

Wheels and Tyres.—6.00—15in tyres on 4½in—15in rims. 5-stud steel disc wheels.

Electrical Equipment.—12 volt; 51 ampere-hour battery. Head lamps 42-36 watt bulbs.

Fuel System.—15-gallon tank (including 1½ gallons reserve). Oil capacity 10 pints.

Main Dimensions.—Wheelbase 8ft 8in. Track: front, 4ft 4in; rear, 4ft 4in. Overall length, 14ft 9½in; width, 5ft 6in; height, 4ft 7in. Ground clearance 6½in. Frontal area, 19 sq ft (hood up). Turning circle, 33ft. Weight (with 15 gallons fuel), 24 cwt. Weight distribution, 50 per cent front, 50 per cent rear.

Price (basic) £1,180 plus British purchase tax £492 15s 10d. Total £1,672 15s 10d.

## PININ FARINA BODY ON ROVER CHASSIS

CHARACTERISTIC COACHWORK FOR CONVERTIBLE MODEL

**T**WO additional Rover models, the 60 and 90, were fully described in the September 25 issue of *The Autocar*. In addition has come the interesting Show-eve announcement of a two-door four-seater convertible coupé with coachwork designed by the Italian specialists, Pinin Farina, on display at Earls Court. This exciting new convertible has particularly graceful lines. The frontal treatment retains the present Rover style of radiator

grille, although the proportions have been modified considerably, as the bonnet line is somewhat lower. A typical feature of Pinin Farina coachwork is the complete absence of excessive ornamentation, the beauty of line being relied upon to provide the desired effect.

Mechanically, the car is identical with the saloon models and this body is on a Rover 75 chassis. The two-door body has glass winding windows in the doors and in



the rear quarters, while the windscreen is curved and well raked. The head is manually operated and secured to the screen frame by three quick-release fasteners. The plastic rear window is of ample proportions and is attached to the head fabric by a zip fastener. The head itself is simple to operate, and is carried in a fabric-lined compartment behind the rear seats, where it is held in place by a snap-on cover. In the open position all the side windows can be wound down flush with the body sides.

#### Offset Seat Division

A divided bench seat is used at the front, the split being offset so that the driving seat is smaller than the other portion, a feature that is useful if three people are carried in front.

Access to the rear compartment is gained by pivoting forward the front seat back rests, and an ingenious mechanism results in the action of hinging forward the back rest automatically sliding the seat forward, thereby considerably increasing the space available for the rear passengers to gain access.

The general layout of the fascia is similar to that of the standard Rover saloons, but there is a small cowl over the top of the instruments, swept down on the left-hand side of the fascia, over the top of a small glove locker. The spare wheel is carried below and is released from inside the luggage locker. The luggage locker lid itself is released by a catch inside the car.

Overall dimensions are: Length 15ft 11½in; width 5ft 9in; height 4ft 7½in.



Pinin Farina's success is invariably owed in some part to the ability to lower existing lines perceptibly. He has succeeded in doing this with the Rover 75 drop-head coupé on show at Earls Court.

## SHORTER WHEELBASE JENSEN

### COMPACT 2-4-SEATER SALOON AN ADDITION TO THE RANGE

**I**NTRODUCED to meet the demand for a compact saloon of high performance, the Jensen 541 will make its debut at Earls Court. This is an addition to the Jensen range, for the Interceptor two-door saloon and convertible are both continued with only minor modifications. In construction, the new model follows the principles of the Interceptor in that use is made of large tubular side members, of 5in diameter, to give extreme rigidity to the body shell and to the chassis, which is basically of cruciform shape and of deep section.

The wheelbase is 8ft 9in, instead of the 9ft 4½in of the Interceptor, and the track is 4ft 4in at both front and rear instead of the 4ft 6½in at the front and the 4ft 9½in at the rear of the Interceptor. The 541 is, therefore, shorter, lower and lighter than the Interceptor, but it gives comfortable seating for two and good luggage accommodation, while there is also reasonable comfort for two occasional passengers.

The same power unit is employed, the Austin overhead-valve six-cylinder engine of 87×111 mm bore and stroke (3,993 c.c.).

A higher performance is naturally available, the lower weight and reduced frontal area making more rapid acceleration possible. A lower final drive ratio is also used (higher geared, that is), and a higher maximum speed should be attained,

while at the same time the overall fuel consumption figures at high cruising speeds should be improved. The transmission includes a single-plate clutch, four-speed gear box and overdrive, and hypoid final drive. The overall gear ratios are 3.54, 5.06, 8.14 and 11.95 to 1, with an overdrive ratio of 2.68 to 1. A central gear change is retained and synchromesh is provided for second, third and top.

Suspension is by coil springs and wish-bone links at the front and normal half-elliptic springs at the rear; hydraulic dampers control both front and rear springs. The steering is of cam and roller type, the column being adjustable for length. Hydraulic brake operation includes a vacuum servo to reduce the effort exerted by the driver.

The two-door body has seats designed to give easy access to the rear occasional seat, the backs of the separate front seats tilting forwards and inwards so as to leave the door gap unobstructed. Equipment is very thorough and includes a full range of instruments and lamps. Price of the Model 541 is £1,250, plus £521 19s 2d British purchase tax, a total of £1,771 19s 2d. Optional at extra cost are a special cylinder head and three carburetors, with which the output is raised to 140 b.h.p. at 4,400 r.p.m.

Modifications to the Jensen Interceptor include a slight lowering of the bonnet line

by the removal of the small chromium grille which formerly carried the badge. Another important modification is the removal of the spare wheel from the luggage locker and its location beneath the floor of the locker in a special cradle. This results in 25 cu ft of clear luggage space, and the wheel is accessible without disturbing passengers or luggage. Hitherto the fascia has been leather covered, but it is now of polished woodwork. The price of both Interceptor models remains unaltered at £1,700, plus £709 9s 2d British purchase tax, a total of £2,409 9s 2d.

#### Aston Martin Coupé Price

**T**HE Aston Martin DB2-4 convertible coupé which is being exhibited on Stand 123 at Earls Court has a basic price of £1,950 plus British purchase tax of £813 12s 6d; the total is therefore £2,763 12s 6d.

Although based on the DB2-4 saloon chassis, this model has a conventional luggage locker instead of the opening main rear panel. The model on show is finished in ivory with red leather upholstery. A neat red hood adds to the striking appearance of the car and even at first glance the visitor realizes that it is something special.



In adopting a plastic for the body of the Roadster, the Singer company have not drastically changed the outline, though some "smoothing-off" has been carried out.

## Plastic-bodied SINGER

### SHOW INTRODUCTION BY AN OLD-ESTABLISHED MANUFACTURER

**A** NEW version of the Singer Roadster having a plastic open four-seater body makes its first appearance at Earls Court. After less than a year's development work, Singer Motors are putting into production a glass fibre-reinforced polyester resin body which is estimated to be approximately  $1\frac{1}{2}$  cwt lighter than the steel body on the Roadster, and yet it has more seating space. Known as the SMX Roadster, the car is for export only for the time being.

The chassis is of the standard export type with the 1,497 c.c. twin-carburettor, four-cylinder engine, but it is fitted with a 10-gallon in place of a 7-gallon petrol tank and the tyres are 5.50-15in size as opposed to 5.00-16in on the steel-bodied Roadster. Although having approximately the same rolling radius, the larger section tyres are fitted to provide a slightly better ride.

Moulded on wooden patterns, the body shell is comprised of four main sections only. The whole of the front from the scuttle forward is in one piece and is hinged to the front cross-member so that it may be raised to give access to the engine. The second main section is that from the rear edges of single doors on each side back over a curved rear panel incorporating faired-in wings. The two doors complete the body shell with the exception of a small scuttle, which carries a fixed windscreen.

#### Tubular Steel Framing

Wheel arches, moulded in the same material, are bonded in place on the undersides of the front and rear sections, and each of these main parts of the body shell has a 20-gauge tubular steel framing bonded to it on the underside. This framing adds a certain amount of stiffness to the shell, but its main purpose is to provide a means of attaching the shell to the car frame. The floor of the body is in ribbed light alloy divided longitudinally in the centre, where it joins the propeller-shaft tunnel.

Behind the rear seat is a luggage compartment which also houses the spare wheel, hidden by a moulded plastic cover. A canvas hood is concealed behind the rear seat and the hood irons are covered in by shallow boxes over the rear wheel arches; zip fasteners open the top of these boxes to allow the hood to be erected. A plastic instrument panel in the same material as the body has glove boxes on each side, and its instruments grouped

centrally. The latter include a speedometer, tachometer (rev counter), oil pressure gauge, ammeter, water thermometer and fuel gauge.

The body shell, which is at present being made by the cold curing process, has a thickness of just under  $\frac{1}{4}$ in and is said to have tensile and compressive strength properties approximately equal to those of Duralumin. After the curing process, the

shell sets with a hard, smooth outer surface which requires no special treatment before a cellulose paint finish is applied in the normal way. Damage to the body is said to be easily repairable.

It will be recalled that the Singer engine has overhead camshafts—an unusual refinement in its class. The possession of a plastic body will therefore make the Roadster original in two respects.

## A FORD FOR £275

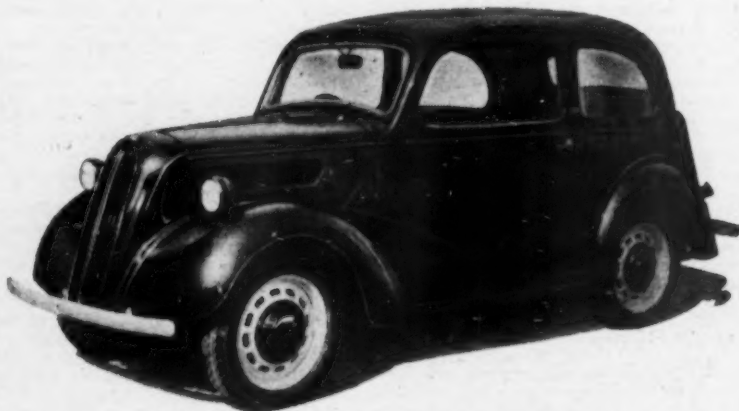
### POPULAR INHERITS ANGLIA BODY

**A**S was expected, Ford's relinquishment of the cheapest car title was brief, for on the eve of the Show the Popular was announced, being the former Anglia body with the side-valve 1,172 c.c. engine previously used to power the Prefect. It was in this form the model that was known as the "export Anglia."

The new model carries a basic price of £275; with purchase tax of £115 14s 2d, this makes a total of £390 14s 2d, and the Popular is thus round about twenty per

cent cheaper than its nearest competitor.

Also announced is the Zephyr Zodiac, a luxury version of the six-cylinder Ford. This will cost £851 2s 6d (basic £600), and has the following features: Two-tone paintwork and trim leather, tool box in the luggage locker, sun vizors with a vanity mirror for the passenger, cigar lighter, electric clock, heater, white wall tyres, fog lamp, long-range driving lamp, screen washer, rear reflectors, locking filler cap and exterior rear view mirrors.



Externally, the body of the previous Ford Anglia is unchanged now that it reappears under the name Popular; the engine, however, is of 1,172 c.c.

## The New Three-Litre Lagonda

*Challenger in the field of  
individually built motor cars*



**T**HE NEW THREE-LITRE LAGONDA explodes certain time-honoured notions concerning what Britain can create in the top grade—and at what cost. The new Lagonda pulses with power from its race-bred three-litre David Brown engine. That is point one: the Lagonda fears no comparison in engine design or performance. Point two: here is still the only British production car (and one of the very few in the world) with four wheel independent suspension! Everybody knows that this is the system that all true luxury cars ultimately must have. The Lagonda has it today and its even ride at speed will be a revelation to motorists.

### MORE FEATURES OF THE LAGONDA

- 1 Generous luggage space
- 2 Hydraulically operated jacks
- 3 True cruciform frame chassis
- 4 Coachwork designed and produced by Tickford Ltd.

The appearance of the car... its craftsman's coachwork... its upholstery — the photograph gives one a glimpse of its luxurious, contemporary yet classic style. Arrange to see the car — either model, the Sports Saloon or the Drop-Head Coupé — and prepare to be delighted!



**The Drop-Head Coupé**  
The hood can be fixed  
in the intermediate or  
"Sedan de Ville" position.

Stand No. 132 at the Motor Show

THE DAVID BROWN  
CORPORATION (SALES) LIMITED



LAGONDA DIVISION  
HANWORTH PARK · FELTHAM · MIDDLESEX  
London Showrooms: 103 NEW BOND STREET, W.1



## 20 answers (to 10 questions) about your carburettor

### a What are the duties of a carburettor?

(1) Fundamentally, it is a device which persuades the air inspired by an engine to carry with it a myriad of tiny drops of petrol. The internal combustion engine operates by burning oxygen from the atmosphere; petrol supplies the hydrogen and carbon this process requires.

(2) The carburettor must ensure that enough "gas"—air and atomised petrol—is fed in at all times; equally, it must not be over-generous, for petrol is expensive.

### b What is the correct ratio of air to petrol?

(1) This varies. It ranges from perhaps 10 to 1 (by weight) for ticking over, 16½ to 1 for cruising, 12 to 1 for maximum power, and between 1 to 1 and 4 to 1 for starting, according to temperature.

(2) The Solex ensures this varying ratio is *always* correct.

### c What happens when the engine is idling?

(1) The carburettor then inspires so little air that the effective compression ratio is greatly reduced.

(2) A good deal of exhaust gas remains in the cylinder head at these low speeds. Clearly, a higher proportion of petrol is needed to secure combustion under such unfavourable conditions. This is an adjustment which Solex makes instantly.

### d And at cruising speeds?

(1) Then the carburettor should supply as weak a mixture as will give smooth running.

(2) During this process, some liquid fuel will spread itself all over the inside of the induction tract, forming, in effect, extra carburation of the "surface" variety.

### e Suppose full throttle is now applied?

(1) First, the moving surface layer supplies the engine against its sudden need for more petrol. A sudden temporary enrichment from the carburettor may be needed to replace this moving layer—and to make up for a momentary drop in petrol supply (due to the fall in air velocity through the choke tube).

(2) On full throttle, the mixture must, of course, be richer than for cruising, but not so rich as for accelerating.

### f How does a carburettor help with cold-starting?

(1) A really rich cold-starting charge must be available; for at low temperatures only the higher fractions of the fuel will vaporize, the remainder being useless.

(2) The Solex provides an ideally rich cold-starting charge.

### g What are the means of varying the "mixture strength"?

(1) In the past, this problem was extremely formidable; elaborate mechanical means were often used to vary the mixture strength according to requirements.

(2) By basing design on the almost purely hydraulic principle and minimizing mechanical movements Solex are able to meet all conditions of engine demand in the most efficient way, while staying simple, reliable and easy to service.

### h How has this come about?

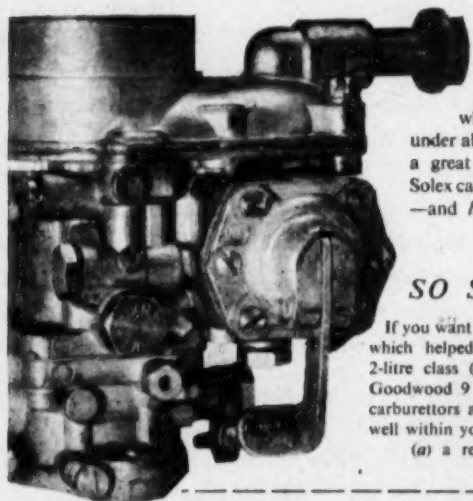
(1) By the development of "correction." Formerly, the jet itself was the spraying orifice as well as the means of metering. Nowadays, the actual "main" jet is always submerged; in which position it is more constant in action, and less sensitive to trifling variations in fuel level.

(2) Above it, a well supplies both reserve fuel for acceleration—and also air and fuel in an emulsion form, which joins the main air stream through several spraying orifices.

### i Any other jets?

(1) Yes. Air for the emulsion is introduced by a correction jet. As this works in opposition to the petrol jet, conditions of high air velocity, which would normally produce an over-rich mixture, now give the maximum *weakening* effect.

(2) Thus, a single jet may be arranged to furnish different results under different circumstances. A carburettor with these principles may be matched with any type of engine.



THE CARBURETTOR shown embodies the basic principles which give Solex smooth working under all conditions and have won them a great list of recent successes. For Solex can bring you a *better* performance—and *lower* petrol consumption—and what more could you want?

### SO SOLEX MAKES THIS OFFER . . . .

If you want to own a carburettor of the make which helped—say—Frazer-Nash to win the 2-litre class (and Team Prize) at this year's Goodwood 9 Hours Race (for basically Solex carburettors are all similar)—Solex now put it well within your reach. We offer *either* . . .

(a) a reconditioned Solex at a reduced

### j Are all Solex carburettors built on the same principle?

(1) Basically yes. But the requirements of each engine design necessarily differ. Induction and exhaust manifold design, ignition and valve timing and many other factors, call for slightly differing carburettor characteristics.

(2) The Solex system of jetting is so flexible that these different requirements can be met without compromise to the engine design. It gives smooth running, economy, and power under all conditions.

price, if your car already has a Solex, or (b) a new Solex to replace any other make, with an allowance for the latter. For full details (and for our free booklet "Your Carburettor" which explains, lucidly and simply, the basic principles of carburation) please fill in this coupon and—for it won't take you a second—fill it in *now*.

#### POST THIS COUPON TODAY

Please send me your pamphlet "Your Carburettor" and details of your offer of a Solex to suit my car.

SOLEX LTD., 223/231 MARYLEBONE ROAD, LONDON, N.W.1.

NAME .....  
ADDRESS .....  
MY CAR IS A ..... DATE ..... C.C./H.P. ....  
(CARR. NOW FITTED) ..... RSA

**SOLEX**  
THE SERVICE CARBURETTOR  
FOR EVERY MAKE OF CAR



# ANGLIA

## ON THE ROAD

### First Impressions of New Ford Model

ONE of the highest spots of the Earls Court Show, as fully expected, is the Ford stand with the new Anglia and Prefect, as well as the Popular, the former Anglia in a cheaper version and with the former Prefect size of engine. It has been possible for *The Autocar* to sample on the road a hand-built example of the Anglia, not a line-production car. The customary full Road Test will await, as usual, the availability in the near future of a production sample.

First, the suggestion conveyed by initial sight of the car is confirmed—it does not feel a very small car, nor does it behave as one. The former Prefect engine size, of 1,172 c.c., but a new unit for this model and the latest Prefect, still with side valves, gives it a quite remarkable performance, which is allied with good steering and road-holding qualities. Instantly, in the first few yards of acceleration, the power from the engine is impressive. The driving position pleases a driver of medium height and affords room for one of exceptional inches.

On a journey the Anglia is found to be not just a car that gets along well enough, but one that can make a very good average speed even against the hazards of weekend traffic and, in part, unfavourable weather conditions. On an out-and-back journey of 160 miles south-westward from London it was overtaken once, and then because its driver had slowed for a cross-roads where a following car that had previously been overtaken by the Anglia went straight over. On a largely favourable route, but through the period of half-light, and with patches of mist, over 40 miles were put into one hour, and the overall average was of an order which can make a long journey of interest and not a motor-ing chore. There is the suggestion of driving a sizeable and solid feeling car which is safe at speed and under the handling methods which the above-average driver indulges in. Handled virtually flat-out in this way over the distance quoted, and somewhat more gently for the remainder of the mileage over which petrol consumption was observed, the Anglia recorded 30 m.p.g. over 210 miles. More detailed consumption data must await the full Road Test.

### Top Gear Performance

The new engine is smooth, not altogether quiet, but largely free from the power roar which has been noticeable with the smaller Ford engines of the past. It pulls strongly on top gear, and the three-speed gear box does not have to be used much, but the speed available on second—up to 40 m.p.h. comfortably—is sufficiently useful to make this intermediate gear worth employing for a quick acceleration or overtaking movement at times. The natural top-gear speed is up to 55-60 on a speedometer, which, in the circumstances applying, was not verified. There is no feeling that the car is being given harsher treatment than an owner in a hurry would care to apply.

On a slightly favourable length of road, but without appreciable gradient, the needle reached and held 78, and the whole mechanism felt happy; on a distinctly helpful down-grade stretch the needle went past the 80 mark. Readers of this journal will be interested in the out of the ordinary aspect of the model, and these experiences give an impression of a distinctly fast car. Road noise is not pronounced over varying surfaces, nor wind noise with the driving side window partly open.

The hydraulically operated brakes are in keeping with the performance. Their behaviour was a trifle inclined towards fade once or twice when they were used hard from high speed, but on the whole they are a very good set of brakes. The steering is quite high geared and definite, though light, transmitting no road shocks. The suspension, of the type



The Anglia on the road, as tried by "The Autocar."

used on the Consul and Zephyr models already, gives comfortable riding, though there is some vertical motion over the less good surfaces; it is of great merit in regard to lateral stability. The Anglia can be cornered fast without the slightest sway tendency, and on an accurate course. On wet roads the behaviour was particularly observed. Energetic use of the available power at roundabouts, for instance, can cause the comparatively light rear end to slide mildly.

### Gear Change and Clutch

The central gear lever is conveniently long but not whippy. Engagement of the clutch by hydraulic means was a little sudden, it not being possible, it always seems, with this form of control for the driver to exercise quite the same final control over the process as with a purely mechanical withdrawal mechanism. The synchromesh for second and top is effective, enabling quick changes to be made if desired. The hand brake lever is ideally placed between the separate front seats, and the rear wheel shoes, thus controlled, hold the car firmly on a gradient. The average main road slope is taken without the speed flagging in a way which irks the faster driver. A steeper hill, with a maximum gradient of 1 in 6, was taken on second gear with two people in the car, the speed not falling below 28 m.p.h.

Driving vision is very good, with a full view of both wings, and the car is of a general size, without being so very much smaller overall than the Consul—a comparison which is inevitably made—that makes it handy on busy main roads and for town parking. The horn note could be stronger with advantage—a chance for accessory suppliers! As already mentioned in the full description of the Anglia and Prefect in *The Autocar* of October 2, flashing traffic indicators are fitted, and their use on these new models should do much before long to familiarize British road users with this system. A second windscreen wiper blade is an extra, and was fitted to the car tried; the swept area of glass is large.

Inconveniences of the two-door layout must be faced when the car is used by more than two people—the Prefect offers as its principal difference from the Anglia the four-door style. In the Anglia only the front passenger seat is hinged to permit rear seat access, and this seat is non-adjustable fore and aft. The driving seat has the normal slide adjustment. The upholstery is comfortable, and the front seats provide enough support to the back. The inside door handles are rather farther back than is ideal, especially to a driver who sits well forward.

At a price which is not the lowest—another Ford model, the newly announced Popular, with the same size of engine, holds that position—the Anglia provides accommodation and motoring which are hard to define as being in the small category. Rather does this kind of new car with its quite high performance and matching of bigger cars in handling qualities create a modern class which baffles definition under the established heading.

# Disconnected Jottings

BY THE SCRIBE

## Showtime

SAY what you like, and include television and radio (though radio is so cheap nowadays that it is hardly in the same class), the car remains perhaps the most powerful incentive of all, the carrot to end all carrots. There are radio shows, dairy shows, flower shows and fashion shows, but not one, I think, exercises the pull on the public imagination that the Motor Show does. Everybody (or almost everybody) wants to own a car, and as a result Earls Court is thronged from morning to night with window shoppers, if nothing else. I am wholly in favour of this taste on the part of the public, for there is latent wanderlust in everybody with the slightest imagination; the world is a wonderful place, and the car enables one to see a lot of the world. Moreover, with aircraft and ships making bus schedules of the Pacific and the Atlantic, the passage of the car through the frontiers and over the mountain passes remains a Great Adventure for the ordinary man. At least he is the master of his own vehicle, and must get himself out of any scrape in which he is involved.

This powerful incentive is often overlooked. No journal thinks more of incentive than the much-respected *Economist*, yet I was staggered to find it advocating that car owners should be persuaded to leave their cars at home and use public transport for the journey to and from London. Remove a man's privilege to travel in privacy and comfort and you remove a very powerful incentive indeed.

♦ ♦ ♦

## Cotswold Saturday

IT suddenly seemed a good idea to visit the Cotswolds as the leaves were turning, so we went—via the smallest and loneliest roads that we knew, in view of the day of the week. Thus we found ourselves skirting M.G.s at Abingdon, and shortly after in the village of Kingston Bagpuize, of which I know nothing except that it has a most attractive name whose derivation I should like to learn. However, two miles beyond, on the way to Witney, is one of the oldest bridges over the Thames, a handsome stone affair the narrowness of which I would not change for all the millions in the Road Fund.

The small group made up of buildings and bridge is a little conscious of its beauty, and it is right that that should be so, while the Thames under the bridge (or Isis if you prefer it) is a mere strippling of a river, such as poets write about. It is still many miles before the radio-active effluent of Harwell joins the stream, and farther still

before it becomes not recommended for bathing at Maidenhead and Eton. To what degradation has the Thames sunk! Anyway, one of the hotels on the bank of the river by the old stone bridge is called the Rose Revived, which has a delicate quaintness about it, and the road leads on to Witney, passing as it goes the little hamlet of Ducklington, as pretty a grouping of stone cottages and church as you would wish to see on a mild October afternoon.

♦ ♦ ♦

## Blankets

WITNEY is a splendid little town, all green and shops and even, such is the local enterprise, stalls on the pavement in front of the shops thrusting the fine vegetables and fruit under your very nose. Perhaps the willingness of the shopkeepers to serve is the reason why Witney on that Saturday was thronged with cars and people. But the town is, of course, on A40, a busy road at any time. Mention Witney to acquaintances and they will answer, "Ah, where the blankets come from," and the blankets still do. Initially, one wonders what a blanket factory is doing so far away from Yorkshire, and then recalls that the production of wool was once the great Cotswold industry. What more natural, therefore, than that a town on the edge of the hills should find good use for the wool? Anyway, we forsook the town and the main road again to follow the Evenlode up its little valley to Charlbury. We were on such narrow roads that there would have been no room to pass without reversing to a place where the verge permitted the car wheels to mount. But as there was not another soul about, that did not matter.

♦ ♦ ♦

## Gentle

THE gently sloping eastern escarpment of the Cotswold Hills is not spectacular; in fact, I doubt if it even qualifies for the tourist adjective "attractive" as far as pure scenery goes. What I like about it is that distances between villages are considerable and one finds, as a result, relief from the suffocating crowdedness of London and a fifty-mile radius therefrom. The villages are, of course, delectable, and can be relied upon to cause those car conversations that go something like this: "Just imagine being able to live there." "You would soon get tired of it." "Why should one? Earning a living would keep one occupied, and look at that garden." "What sort of living?" "Well . . ."

We crossed the watershed between Evenlode and Windrush, skirted Bur-

ford by going through the Barringtons Great and Little, and then took A433 across the higher hills to Cirencester, passing on the way Aldsworth, Bibury and Barnsley, all of which are notable, and Bibury particularly so for its celebrated Arlington Row. Then we dropped into Cirencester, which the Romans called, even more melodiously, Corinium. I will have none of that Sissister business. Some of my earliest memories are of the town, and never in my hearing locally was it ever called anything but Cirencester, as mellifluously as the Gloucestershire accent was capable.

♦ ♦ ♦

## Swansong

THERE is a fine parish church on the main square, with a unique three-storey porch, and round in the car park a car club was assembling after a trial. The autumn afternoon was closing as we strolled round the town, this Scribe being tantalized by half-memories of times and places. As a small child I had once walked seven miles along the straight road from Gloucester, with the tower of Cirencester church visible ahead. At the end of that walk we had called on a relative in a small shop for lunch, and the shop had eluded me for years. Suddenly memory flooded back. "It was here," I said. "One of those shops along that row." We were quite excited at running the quarry to earth after so many years. "What was the name?" asked Mrs. Scribe. I told her. "There," she pointed, and there, in faded characters over a window that was wall-eyed with whitewash, were the name and initial of the uncle who had been dead these thirty years.

This, then, was the end of the episode. We turned and went back to the car, heading out on A417 in the grey sadness of an autumn evening.

♦ ♦ ♦

## Tailored

IF I were an enterprising luggage manufacturer (which I am not) I would offer a range of cases tailored to fit the more unusually shaped luggage lockers of modern cars. I am sure there must be money in it, because some lockers, though really spacious in cubic feet, are of such a shape that conventional rectangular cases haven't a hope of using it efficiently.

♦ ♦ ♦

## No Pix

THE artist has gone a-rovin' (to the U.S.A.), with the result that The Scribe may, during the next week or two, occasionally go unillustrated. He trusts that the extra wordage will be regarded as an adequate substitute.

*My father-in-law wants a lot . . . .*




'The car I want' said my father-in-law 'doesn't seem to be easy to find nowadays. It's the kind of car that made Britain famous on the roads. It's largely a hand-made car—a solidly made job that isn't clumsy, a car with a turn of speed but more than a turn of comfort.

And, of course, its looks must reflect its breeding. I've got no time for these flashy shapes that put me in mind of a chocolate blanc-mange. I've looked

through all the catalogues, and the car that comes nearest to my taste is this Singer Saloon. What do you think of it?'




*. . . and finds it in the* **SINGER**  **I500**

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PHOTOGRAPH OF LIME STREET, LIVERPOOL, AT THE WELLINGTON COLUMN.





Selby Abbey, in Yorkshire.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

### HAND SIGNALS

#### Wholehearted Agreement

[65215.]—I hope this will be one of many thousands of letters you will receive agreeing wholeheartedly with your leading article "Stop the Wagging" (*The Autocar*, September 25), and I would add my congratulations on the way in which the views of so many of us are expressed.

With regard to the quite ludicrous "slow-down" wag, incessantly given by so many in dense traffic, the less said the better, though I must confess I am always tempted to run up alongside and wave cheerily back.

The corruption of the "turn right" signal is, however, a most serious matter. When I first drove, 28 years ago, the principle was that one waited one's opportunity to turn right, not only waiting for oncoming traffic to clear, but also waiting for following traffic to pass. In these days the signal no longer means, "I wish to turn right," but "I am going to turn right—and immediately."

I think the advent of traffic indicators is primarily responsible for this dangerous disease, aided and abetted unwittingly by the Highway Code and the requirements of the driving test.

I do not think it any exaggeration to say that if one conformed strictly to the various gestures laid down in the Highway Code and required by the driving test, on the six-mile journey from my home to the centre of Birmingham during the normal day-time

traffic, one would seldom have two hands on the wheel, and certainly not be able to concentrate on proper handling of the car. I feel sure that you can be depended upon to continue to press your views on this subject with the hope that common sense will eventually prevail officially.

R. H. A. HOSSELL.

Birmingham.

### MOVING OFF

#### How Much Throttle Should be Used?

[65216.]—I was very much surprised recently when talking to a relative of mine, who was undergoing driving instruction from a well-known school of driving, to learn that his instructor was insisting that, when starting the car from rest in first gear, he let in the clutch without any use of the throttle, this performance being carried out even on getting away from rest on a hill.

This method of starting from rest is contrary to all that I was taught. I cannot see why it should be used, as it does not make for an easy getaway, as proved by the difficulty that learners experience in keeping their engines running. Needless to say, the learner referred to above has since failed in his test mainly through stalling his engine four times! This method also appears mechanically unsound to me for two reasons:—

(a) When an engine is idling it is running on the slow-running jet of the carburettor and therefore is producing no power to move a load.

(b) With an engine straining to move a load from rest without developing sufficient power, there must be shock waves produced all along the transmission line.

London, S.E.23. A. F. WALLER, A.M.I.E.D., A.M.S.E.

## CORRESPONDENCE

continued

## BLENDING

Where Does the Oxygen Come From?

[65217].—I have read with interest the article "Racing Fuels," by Mr. W. B. Rowntree (*The Autocar*, September 25).

Under the heading "Blending Agents" the composition of nitromethane is given as  $\text{CH}_3\text{NO}_2$ . In the next paragraph headed "Oxygen Carrier" it is stated, "The amount of nitromethane used in racing blends must be carefully controlled, since the state could be reached where all the oxygen required for combustion was present in the fuel . . ."

It is difficult to understand how this condition could arise, as I understand for complete combustion of  $\text{CH}_3\text{NO}_2$  extraneous oxygen must be added. The combustion equation in its simplest form would be:

$4(\text{CH}_3\text{NO}_2) + 3\text{O}_2 = 4\text{CO}_2 + 2\text{N}_2 + 6\text{H}_2\text{O}$ . The term 30, indicates the amount of added oxygen necessary to support complete combustion, and one would gather, from the previous remark that  $\text{CH}_3\text{NO}_2$  is not a dangerous or explosive substance, that even partial combustion is not autogenous. NORMAN DRURY.  
Scawby, Lincolnshire.

## WHITE MAN'S GRAVE

No Effect On a Triumph Roadster

[65218].—Your correspondent Mr. R. O. Scott [65119] can be reassured that protection against decay of textile and timber components in the tropics is possible and has, in fact, been achieved by some manufacturers.

When I brought my 1949 Triumph Roadster to this country several heads were shaken, and dire prophecies made, about the probable results of the damp heat of this climate on the coach-built body. The car, though now in England, survived four years and the body is as good as new; the hood lasted well over three years before fungus affected the padding.

I have nothing but praise for the endurance of this car, in a country which is notoriously severe on cars, and I was indeed sorry to see the model go out of production. The service and courtesy of the manufacturers contributed in no small way to my satisfaction. J. C. BREAKELL.

Accra, Gold Coast.

## PIT STOP

Damage Not as Bad as was Feared

[65219].—I wonder if you would grant me the favour of allowing me, through the medium of your Correspondence columns, to thank all those very kind people who have enquired after my welfare as a result of the accident in which I was involved at Castle Combe, on Saturday, October 3?

I am very pleased to be able to say that such injuries as I received are not as serious as was at first thought, although most regrettably it is improbable that I shall be able to resume competitive motoring at least until mid-November, owing to a broken right arm. STIRLING MOSS.

London, W.14.

## SECOND-HAND PRICES

Not Maintained by Conspiracy

[65220].—Having been a keen reader of your interesting journal from boyhood and having also been actively engaged in the retail selling side of the motor industry for almost a quarter of a century, I trust your correspondent Mr. E. J. H. Wright [65191] will not class me as "very young and inexperienced" if I make so bold as to reply to his letter on the subject of second-hand car prices.

The writer apparently attributes the present relatively high prices to a conspiracy amongst the motor trade in general and the big dealers in particular, whereby the buying public are being educated into thinking that new cars are still difficult to obtain. This subterfuge, thinks Mr. Wright, is in itself an excellent method of maintaining used car prices at maximum level to the benefit of the trade generally.

By what token does he imagine such a state of affairs to be desirable, or conducive to flourishing turnover and profitable business? On the contrary, quite the reverse applies. Speaking personally and also, I think, on behalf of the home sales side of the motor industry as a whole, I look forward to the day when any make or model can be purchased by the would-be motorist within a matter of days from the date of order. By that time used car prices will have reached a sensible level

in relation to the list price of a new vehicle. Surely it is contrary to all the simple laws of economics to keep prices up in a buyers' market? Recent announcements by most of the leading manufacturers prove that there is an urgent need to bring prices down and thus make motoring possible to an increasingly large number of people.

It is, I submit, a simple economic fact that the price of any article whether mouse trap or car is influenced primarily by the age-old law of supply and demand. A greater demand cannot be stimulated by keeping prices up but by bringing them down. There is at present, and certainly will be increasingly in the future, a great need to stimulate the demand for cars both new and second hand. Keeping prices high will hardly be the best way of achieving this end.

However, the home dealer need not feel too aggrieved by Mr. Wright's comments because, having let off the broadside in one direction the writer then proceeds to reorientate his guns in the direction of the manufacturer, he gives statistics to prove that the British motor industry is in a state of disorganization and decay by comparison with its transatlantic competitors led by Uncle Sam.

Fortunately our production figures and our dollar returns give a good answer to this closing paragraph of your correspondent's letter. HAROLD WADSWORTH, Assoc.I.M.I.

Ilford, Essex.

## LUBRICATION

Forget Viscosity and Think of the Additive

[65221].—The letter [65166] from Mr. A. J. Rigby-Jones in which he says: "It is difficult to reconcile Mr. Clegg's policy of extending oil changes from 50 to 200 hours, while using a lubricant of S.A.E.5, with sound common sense" demonstrates the difficulty people with the "expert" approach have in grasping something new.

If Mr. Jones is correct in assuming that oil dilution increases wear, and my experience proves that the chemically inhibited lubricant with a viscosity of S.A.E.5 can be used with safety in an engine 150 hours longer than an uninhibited oil, it follows that:

(a) The lubricating property of the mixture I use does not, as I wrote in my original letter [65148], depend on the viscosity of the oil; and

(b) This chemical additive is not affected by fuel dilution.

I would ask Mr. Rigby-Jones and others to forget about the oil and its viscosity for the future and think more of the chemical additive.

Diss, Norfolk.

R. A. CLEGG.

## BURNED VALVES

Experiences with a Pre-war Car

[65222].—I was interested in the letter [65174] from Mr. H. E. Raymond because recently, for the first time since changing over from Pool to first grade petrol last February, I decarbonized the engine of my 1936 Austin Ten, and found two very badly burned exhaust valves.

Since this engine was, presumably, designed for use with 80 octane fuel, I do not see how the theory advanced by Mr. Raymond can apply, unless there is a difference between pre-war and post-war 80 octane fuel in this respect.

I have, however, heard reports of a recent increase in the number of burned valves. G. T. CHAPMAN.  
London, S.E.9.

## PRESS ON

Unfair to the Coach Driver?

[65223].—Although a motorist myself I cannot endorse Dr. C. E. Friskney's criticisms [65145] of the insistent coach driver who refused to give way to him in a road artificially narrowed by the parking of cars along one side.

The blame for the whole incident must fall on the thoughtless motorists who parked their cars in a narrow and, presumably, fairly busy road in such a way that traffic was restricted to "one way" for a distance of 150 yards. Dr. Friskney, as a motorist, must bear his share of motorists' corporate responsibility for the stupid acts of their fellows. The coach driver's primary duty is towards his passengers and he should not be expected to relinquish this duty for the sake of a few selfish motorists.

Had the obstruction been caused by a line of parked coaches I should have been wholly with Dr. Friskney. PURLEY, Surrey. D. G. LINDSAY.

# NEWS and VIEWS

## Jupiter Price

**PURCHASE** tax on the new Jowett Jupiter R.4 sports car has now been fixed at £228 4s 2d. This makes a total, with the list price of £545, of £773 4s 2d.

## Britons Drive Best

**ON** the Continent particularly it is widely thought that British drivers are the most courteous, and this has been confirmed by British cyclists who have travelled abroad! Now Denmark, which also holds a good opinion of British driving, has sent over a group who are studying British traffic and police methods of traffic control. The visit was promoted by the Danish R.A.C. and the British R.A.C. has arranged a programme.

## More Taxes in U.S.

**REVENUE** from motorists' taxes has increased in the U.S.A. During the 12 months ended on June 30 the equivalent of about £3,766,200,000 was collected. California paid more than any other single state, with a total of well over £406,000,000. The U.S. department of commerce states that the reason for increased revenue is the increase in the amount of motoring, which reflects the high standard of living. It is not a result of heavier taxation.

## Nuffield Appeal

**CONTRIBUTIONS** continue to be received by the Motor and Cycle Trades Benevolent Fund for the Nuffield nursing home appeal. Up to October 8 the total was nearly £100,000. Among the donations received were those of £10,000 from the United Dominions Trust, Ltd., £8,000 from the Colmore Depot Co., Ltd., and £5,005 from the Owen organization.

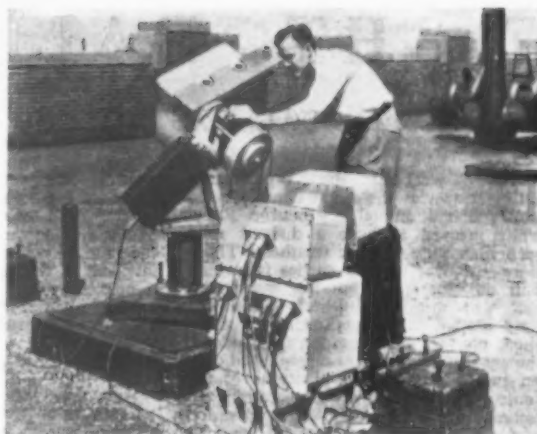
It need hardly be emphasized that all donations, no matter how small, will be welcome. The address of the fund is 15, Fitzhardinge Street, London, W.1.

## B.R.M. and the Future

**AT** an informal dinner given by the Owen organization in Birmingham, on October 8, Mr. A. G. B. Owen told the guests of the recent finding of the original correspondence concerning the setting up of the partnership of Owen and Rubery with a capital of £1,000 in 1893. The Owen organization is still a family business and comprises 37 companies.

Referring to the B.R.M., he stated that this year it has finished in every race in

Continuing its study of paint for cars, and the effects of light and weather, General Motors have now produced this "spectroheliometer". It is intended to measure the distribution of the sun's energy, and the intensity of different parts of the spectrum. A special mounting keeps the device pointing directly at the sun, and information obtained from it is correlated with the weathering of paint samples on outdoor exposure racks.



which it has taken part, and has never been in lower than second place. He did not disclose future plans for the car, but one may deduce from two phrases that he used, "we are not going to leave it at that," and "we are going to maintain the name as long as possible," that development work for the future is being actively pursued.

## "The Autocar" Diary

**NOW** published ready for 1954 is *The Autocar Motorist's Diary* which has become so well known over the years. It provides the ordinary and sporting motorist with a handy book for normal diary use, but it also enables him to carry compactly in his pocket a great deal of information for reference or practical use. Conversion tables, road signs, a list of index marks, gradient percentage figures, the more important international records, and the addresses of the secretaries of the main motoring clubs are all included. The diary costs 5s 10d in morocco leather or 4s 1d in rexine. It is published for *The Autocar* by Iliffe and Sons Ltd., and is available through booksellers.

Readers with friends interested in motor cycling, radio, yachting and photography are reminded that diaries have also been published by *The Autocar's* associated journals *Amateur Photographer*, *Yachting World*, *Wireless World* and *The Motor Cycle*. These, too, are available through booksellers.

## Many Congratulations

**CABLES** from General Motors and the Cadillac company were among more than 500 messages of congratulation which were received by Mr. F. S. Bennett, on the completion recently of his run of over 1,000 miles in a 1903 Cadillac, already recorded in *The Autocar*.

## Jaguar Reductions

**PRICES** of Jaguar cars for sale in the U.S.A. have been reduced. Cuts of as much as £318 have been made, and the standard XK120 two-seater now costs £1,184.

## Mini-Porsche?

**A** NEWS item from Germany suggests that a new small car has been designed by the Porsche company, which is creating considerable interest.

## Maidstone Diversion

**TO** relieve the serious congestion in Maidstone, Kent, the R.A.C. has sign-posted a diversion route which avoids the town centre.

## German Touring

**I**N the first six months of this year the number of cars entering Germany represented an increase of 74 per cent over the same period of last year. Of the total number of vehicles, 1,400,000 were private cars. Local traffic was excluded from the survey.

## Willys in Holland

**ALL** types of Willys cars and commercial vehicles are to be assembled in Holland, according to a statement made by the president of the Willys-Overland Export Corporation. The Dutch assemblers are Nederlandse Kaiser-Frazer, of Rotterdam, and their premises are at present being enlarged for production expansion. The plant was established with Kaiser help in 1948, and it is now believed to be one of the largest car assembly plants in Western Europe.

## Breakdowns in France

**I**N France the touring club has completed the first stage of its breakdown service for motorists. On the roads to Paris from Calais, Bettignies, Lille and Le Havre emergency telephones have been installed at intervals averaging 2½ miles. With their use help can be obtained day or night in the event of a breakdown. By the end of this month it is expected that the service will also be in operation on the Paris-Menton and Paris-Geneva roads, in time for the winter sports season.

## Tinted Screens

**I**N the U.S.A. the outdoor cinema, with a screen which motorists can watch from their cars, is so popular that it has prompted a warning to car buyers that tinted windscreens affect viewing! More important, however, is the conclusion of Motor Vehicle Research, Inc. that if tinted screens are dark enough to reduce sun glare during the day, they must affect vision at night. Experiments had shown that the light passing through the screen might be reduced in intensity by as much as 30 per cent.



# EIGHT RALLYING CLUBS

## SECOND ANNUAL EASTBOURNE RALLY WON ON ROAD SECTION

**L**AST weekend the organization known as the Eight Clubs ran its second annual Eastbourne Rally, which proved to have a difficult road section in spite of good weather. There were just over seventy entries (of which four did not start), but few more than half that number finished within the time limits; no competitor had a clean sheet on the road section, and, indeed, the eventual winner was unpunished only on two out of the six divisions of the route. The difficulties were certainly not lessened by what might have proved a major disaster; the number of one map required was misquoted in the regulations. But by quick work and thinking on the part of the organizers, the competitors were re-routed in two sections to remain on the maps in their possession, and all turned out well in the end.

Most of the road section divisions were operated on the same system as last year: the competitors' route card listed a number of map references, each of which had to be visited. At each spot there was a board bearing a code number, and at the last one a code word giving the order into which the accumulated numbers had to be arranged to provide the map reference of the next time control of the section. Thus each one formed a passage

control but needed no staffing, an economy in marshals. Some slight difference of opinion appeared to exist between organizers and competitors as to the suitability of one of the unmade roads involved in the route; but there seemed a possibility that some minor late-hour sabotage had resulted in the road being even more unmade than usual!

### Final Tests

Anyway, the survivors gradually trickled into the finish at Eastbourne; during Saturday morning they underwent a supplementary regularity test, the results of which were used to decide ties, and after lunch came a series of driving tests on King Edward Parade. But these tests, amusing and interesting though they were to watch, did not, in fact, affect the general results of the rally, for there was such a wide margin in marks lost on the road between the leading half-dozen or so competitors that the test results could not have changed their relative positions. So the winners, who competed under the *nom de course* of "The Three Owls" (A. Greig, T. Pigott and D. Mann, in an Austin A.40 Sports), could justly claim to have lived up to their name and outwitted their rivals during the hours of darkness.

This rally was a genuine example of co-operation between the eight member clubs of the organization (the Hants and Berks M.C., Harrow C.C., Cernian M.C., Chiltern C.C., 750 M.C., Lagonda Club, Lancia M.C. and A.C.O.C.), each of which provided some of the marshalling staff as well as a proportion of the competitors. The Hants and Berks M.C. certainly scored in the results, providing two out of the three class winners as well as the first three in general classification, these three also romping home with the team prize.

### Provisional Results

**Eastbourne Trophy (best performance):** Austin A.40 Sports (A. Greig, T. Pigott and D. Mann), 378.8 marks lost.

**Class Winners:** A (pre-1934 cars): Lagonda 3-litre (Dr. J. H. H. Pinkerton and T. Tretloway), 1,693.6; B (Closed cars): Vauxhall Velox (R. P. N. Stark and T. J. Roden), 439.4; C (Open cars): M.G. TD (S. Moore and Miss J. Chesterton), 552.6.

**Awards of Merit:** M.G. TG (B. D. Frost and T. Reynolds), 575.2; Renault 750 (D. W. Price and I. T. Mackenzie), 756.6; A.C. (E. W. Palmer and T. Hands), 816.0. **Best Hants and Berks member:** A. Greig, Harrow; D. W. Price, Cernian; B. D. Frost, Chiltern; Land-Rover (A. H. Baker and J. Talbot), 1,458.8; 750 Ford Eight (R. W. Evans and G. B. Whiteaway), 1,440.6; Lagonda: Dr. J. H. H. Pinkerton; A.C.: E. W. Palmer.

**Best Performance in Driving Tests:** Dellow (A. C. Wood and Mrs. R. Wood).

**Best Mixed Crew:** S. Moore and Miss J. Chesterton.

71 entries; 4 non-starters; 39 classified finishers within time limits.

# GERARD WINS AT SNETTERTON

## RAIN AND MIST AT WEST ESSEX C.C. MEETING

**T**HERE were other winners in addition to F. R. Gerard in the West Essex C.C. meeting held at Snetterton, near Norwich, last Saturday, but Gerard took the limelight. Conditions were about as bad as they could have been, with continuous rain, and mist which brought visibility down to a hundred yards or so on some parts of the circuit. It was so bad that the last event had to be cancelled, but despite the weather hazards Gerard won his heat of the formula 3 race, the final, and the formula 2 race, showing such skill as to make most of his opposition seem far slower than it was.

Formula 2 practice preceded the first event, and many of the cars left the road. R. Nuckey had a particularly lucky escape when a mechanical fault resulted in his car somersaulting. Fortunately he was not seriously hurt. The formula 3 race heats opened the meeting, J. K. Hall (Cooper) winning the first and Gerard (Cooper) the second. Then came the 1½-litre sports car event. The favourite, P. D. Gammon (M.G.) won, but his victory was achieved by only 2.8sec from the Kieft of M. J. Keen, which also put in the fastest lap. D. M. Blakeley went well to take third place in his H.R.G. with twin-o.h.c. engine; he finished 2.8sec behind Keen.

George Abecassis at the wheel of the Jaguar-engined H.W.M. was first away in the unlimited sports car race and, as

Gerard was to do later, he walked away from the rest of the field. Even at the end of the first lap there was no one near him and his lead at the finish of this five-lap event was nearly half a minute—and this was from R. Salvadori, a crack driver using in this race S. G. Greene's two-litre Maserati.

There remained then the formula 3 final and the formula 2 race (15 laps each) and two handicap sports car events. One of the last pair, the last event of the day, was doomed to cancellation; the other was won by Colin Chapman (Lotus) from Blakeley, with Gammon third.

### Formulae 3 and 2

But the best sights of the day were provided by Gerard. In the 500 c.c. event he went into the lead on the first lap, and as the race progressed so his lead increased. First he led from Stirling Moss' car driven by Bob Said, the American. Then Hall took second place, and the three cars remained in this order with Gerard continuing to pull away and the fourth man—latterly R. Bicknell, Erskine Staride—far back, leading a much closer fought race of his own.

In the formula 2 event the pattern was very similar. At the end of the first lap Gerard (Cooper-Bristol) was right out in front, Salvadori's Connaught having already packed up and Eric Thompson, in Moss' Cooper-Alta, having hit the bank.

K. McAlpine (Connaught) was going well in second place, getting a good lead over L. Leston. But the latter was in a humble 1,098 c.c. Cooper-J.A.P. and was holding his place by superb driving. This order remained for eight laps, but on the ninth McAlpine rolled over in the Connaught, fortunately without serious injury to himself. J. Somervail's Cooper-Bristol moved into third place, but so furious was the pace, despite conditions which were by now appalling, that just before the end even he had been lapped by Gerard. Thus, although Leston was well behind Gerard, his Cooper-J.A.P. was the only car to avoid the ignominy of being lapped.

Most of the races were full of incident, and despite the weather those spectators who saw it through were treated to a fine display of driving. And that was the end of the 1953 Snetterton season.

### Provisional Results

**Racing Cars: Formula 2 (15 laps):** 1. Cooper-Bristol 1,971 (P. R. Gerard), 72.0 m.p.h.; 2. Cooper-J.A.P. 1,098 (L. Leston); 3. Cooper-Bristol 1,971 (J. Somervail). **Formula 3, 5-lap heats, 15-lap final:** Heat 1: 1. Cooper (J. K. Hall), 69.01 m.p.h.; 2. Cooper (R. Said); Heat 2: 1. Cooper (P. R. Gerard), 68.55 m.p.h.; 2. Erskine Staride (R. Bicknell). **Final:** 1. Cooper (P. R. Gerard), 68.31 m.p.h.; 2. Cooper (J. K. Hall); 3. Erskine Staride (R. Bicknell).

**Sports Cars: Five laps scratch: Up to 1,500 c.c.:** 1. M.G. 1,467 (P. D. Gammon), 66.67 m.p.h.; 2. Kieft 1,467 (M. J. Keen); 3. H.R.G. 1,496 (D. M. Blakeley). **Over 1,500 c.c.:** 1. H.W.M. 3,442 (G. Abecassis), 70.93 m.p.h.; 2. Maserati 1,958 (R. Salvadori); 3. Allard 5,420 (J. Hogg). **Up to 1,500 c.c. handicap:** 1. Lotus 1,099 (C. Chapman), 65.57 m.p.h.; 2. H.R.G. 1,496 (D. M. Blakeley); 3. M.G. 1,467 (P. D. Gammon).





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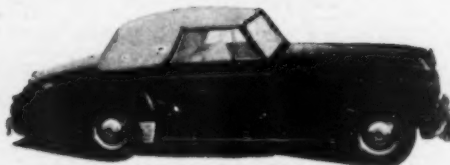


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# THE SPORT . . . . . By J. A. Cooper

## MONTE CARLO RALLY • FERRARI? • BUGATTI?

**A**DDITIONAL news concerning the forthcoming Monte Carlo rally has now come in, following the decisions taken at the recent meeting of the *commission sportive* of the F.I.A. in Paris. In the initial regulations for the rally, it was stated that the definitions of cars eligible might be modified as a result of this meeting, and this has now been carried out. Among the amendments is one to the coachwork regulations, which now have been amplified to include the following information: The coachwork must be either closed or convertible, the latter being of such a type that it can be completely closed by a hood and windows, the sides not being enclosed by any pieces which are not an integral part of either hood or body (no detachable side screens, in other words). There must be at least two seats in cars in the first two categories (up to 750 c.c. and 751-1,100 c.c.), and four in the larger cars; two seats may be arranged as a bed, but the back of the rear seat (or the front seat for two-seaters) must be in place over its whole width, as must the windscreen.

The paragraph previously included specifying permissible modifications has now been deleted (although the re-boring allowance and the permission for extra electrical equipment still remain), and any modifications must now be declared on a supplementary entry form; the cars must conform to the definition of a production touring car laid down by the F.I.A.

Applications for permission to enter must be made (in the case of would-be entrants holding British competition licences) to the R.A.C. by October 26.

**B**LOW hot, blow cold . . . it is now heavily rumoured in Italy that Enzo Ferrari will shortly announce his intention to enter a team of cars for next year's Grand Prix races, thus reversing his decision of a month or so ago. Frankly, nobody will really be very surprised, and everyone will be pleased, for competition and the presence of many good teams of cars are the lifeblood of racing in all its forms.

Latest reports indicate that the cars will be the new short-chassis version which made its rather unsuccessful debut at Monza for this year's Italian Grand Prix; the engine will be an enlarged 2½-litre version of the four-cylinder power unit fitted on that occasion (which retains twin-o.h.c., but has the valves inclined at a considerably greater angle than in previous examples of the *marque*), and although disc brakes are not at present part of the specification, they soon may be. Drivers: Ascari, Farina and Hawthorn, to start with; more later, no doubt.

Villoresi may join Fangio, Gonzalez, Marimon and Bonetto in the Maserati team for Grand Prix racing, and his name is also tentatively linked with the Lancia firm in conjunction with sports car races.

German, Swiss and Italian classics. What with?—an unsupercharged six-cylinder 2½-litre, perhaps.



**A**S forecast in these columns a fortnight ago, the Spanish G.P., which was scheduled for October 26, has been cancelled—probably in the main as a result of the withdrawal of Ferrari from racing for the remainder of this year. A pity, for this was to have been the *Grand Prix d'Europe*; so there will not be an event bearing this title in 1953, and a gap in its history will result.



**T**HE Bugatti firm of famous memory is reputed to be considering the manufacture of an unsupercharged 2½-litre eight-cylinder car for 1954 Grand Prix races. The name of Colombo, the celebrated Italian designer who has had a considerable hand in the design of the Type 159 Alfa Romeo, the earlier Ferraris and the latest Maseratis, is whispered in connection with this new project.

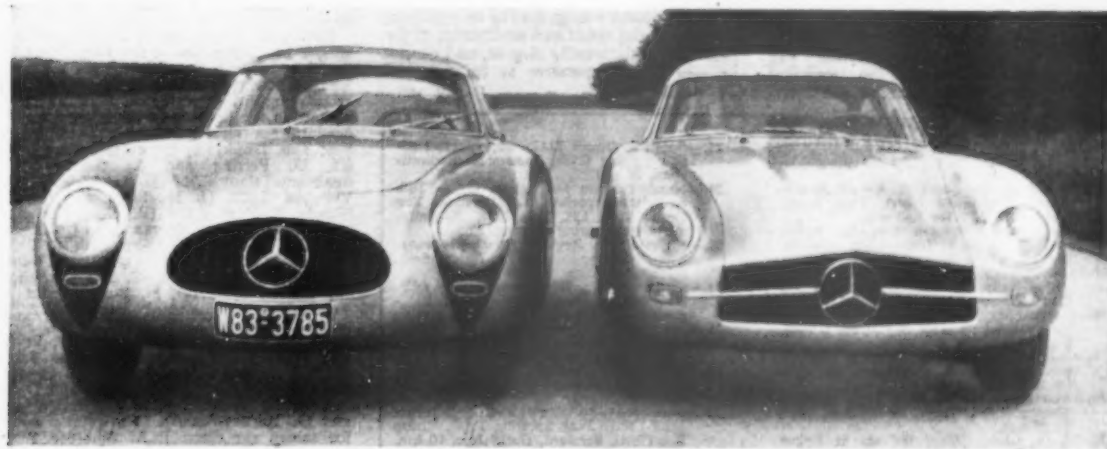


**O**VER in Argentina, the Argentine Sports Car Club held a good sports car race on the Buenos Aires autodrome on September 26, which brought together a very varied field including such vehicles as a 7-litre SSK Mercedes-Benz (complete with authentic blower scream), a 1,100 c.c. Cisitalia, a Silverstone Healey, various Ferraris and the Antichrist, a Cadillac-engined special bored out to 6 litres and developing 300 b.h.p.

Three 2.7-litre Ferraris led the field in the early stages, Roberto Bonomi in the



**I**N Germany, the Mercedes-Benz organization is very busy on its 1954 racing plans, but is keeping them as quiet as ever. However, some details are now clear: one of the cars with which tests were recently carried out at Monza was a new and externally smoother version of the Type 300SL sports coupé, and this car was fitted with fuel injection equipment (probably a Bosch system) which produced excellent results. As far as Grand Prix racing is concerned, Herr Neubauer remains very silent indeed; I have heard, however, that Mercedes will run in four 1954 G.P.s only: the French,



The old and the new: the 1952 and 1954 versions of the Mercedes-Benz Type 300SL sports coupé are seen side by side on the Solitude track in Germany; recent tests have been carried out both there and at Monza, in Italy.



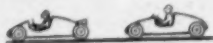
## THE SPORT

continued

lead, while the Cadillac device lay fourth; but in spite of its name it soon went through into the lead, never to be dislodged. Bonomi's car commenced to misfire, and he dropped back to fourth place, ahead of "Emart" in a Gordini-engined Cisitalia, who won the 1,500 c.c. class. Camaño's Simca-Gordini, with a barely run-in engine, took second place in this class; Stabile's Silverstone Healey went well to finish seventh in the race as a whole, and the winner, Sáenz Valiente, took things easily towards the end (never changing down from top gear) but still kept comfortably ahead of the duelling Ferraris of Ibañez and Collazo.

### RESULT (10 laps of 1.63-mile circuit)

1. Cadillac Spl 6,000 (E. D. Sáenz Valiente) 28m 10.4s; 69.47 m.p.h.; 2. Ferrari 2,715 (J. M. Ibañez) 28m 27.5s; 3. Ferrari 2,715 (J. M. Collazo) 28m 27.5s; 4. Ferrari 2,715 (R. Bonomi) 29m 5.8s; 5. Cisitalia-Gordini 1,490 ("Emart") 29m 28.1s; 6. Simca-Gordini 1,450 (J. Camaño) 1 lap behind.



IN the Pan-American sports car race across Mexico, Lancia is fielding a full team of 3-litre sports cars; drivers Fangio, Taruffi, Bonetto, Bracco and Castellotti. Meanwhile there is still a persistent rumour that Moss will drive a Jaguar XK120C, if he is sufficiently recovered by then from his Castle Combe crash. Gordini will send two 3-litre cars, to be driven by Behra (who crashed badly after a meteoric start in last year's race) and Jean Lucas; Rosier will also take part, with a works-prepared 4½-litre Talbot.



THE B.R.D.C. Gold Star is one of those awards that every young English boy, if he has ambitions to become a racing driver, must dream of in his wildest dreams. The very exclusiveness of the Star—it is awarded once a year to the British driver gaining the greatest number of marks in road racing events—brightens its appeal. This year, young Mike Hawthorn is the winner, with 230.75 points to his credit, which he has collected around the racing circuits of the Continent throughout the 1953 season as a member of the Ferrari *équipe*. Most memorable of his achievements has been the great duel which he won against Fangio's Maserati at Rheims in the French Grand Prix: I think that spectators at this event will never forget the way these two drivers kept their cars hugged together like Siamese twins for lap after lap, until just to watch them tearing through the corners,

both refusing to yield an inch of space, became an exhausting ordeal. Stirling Moss, Gold Star winner for the past three years in succession, is second to Hawthorn, with 107.75 points, Peter Whitehead is third, with 80.85; and Ken Wharton fourth, 73.25; Reg Parnell fifth, 71.85; Peter Collins sixth, 61.25; and Ian Stewart seventh, 41.15.



AS a result of last week's Lisbon Rally, Porsches finished first and third, but British cars filled the remainder of the first eight places. This year the entry for this rally was not, perhaps, as large as for most similar events, but quality certainly made up for any deficiency in quantity; the actual total was 53 entries.

There were nine British entries, and six of these finished within the first eight places—pretty good going! Appleyard took second place, just ahead of his championship rival, Helmut Polensky, while Nancy Mitchell won the Ladies' Prize, just ahead of Sheila van Damm. Joaquim Nogueira, the winner of the rally, scored his hat-trick, having also won it in 1951 and 1952—a remarkable feat and, as he is Portuguese, a very popular victory.

### PROVISIONAL RESULTS

General Classification: 1. Porsche (J. F. Nogueira), 21,526 penalty marks; 2. Jaguar (E. I. Appleyard), 22,021; 3. Porsche (H. Polensky), 22,870; 4. Sunbeam-Talbot (A. G. Imhof), 23,978; 5. Ford Zephyr (J. G. Reece), 24,525; 6. Ford Zephyr (Mrs. N. Mitchell), 24,531; 7. Sunbeam-Talbot (Miss S. van Damm), 24,867; 8. Ford Zephyr (T. C. Harrison), 25,867; 9. Porsche (F. Stock), 25,490; 10. Ferrari (Herzet), 25,925. Class Winners: Up to 750 c.c.: D.B.-Panhard (A. Burnay), 34,286; 751 to 1,300: Stock, 1,391 to 1,600; Nogueira, 2,001 to 3,000; Imhof, over 3,000; Appleyard.



A VERY attractive booklet entitled "Le Mans 1953," which contains an excellent, fully illustrated and documented, report of that famous race, has been produced by Motor Racing Publications, Ltd., 81a, Gray's Inn Road, London, W.C.1. The author is the indefatigable secretary of the B.R.D.C., D. J. Scannell, and the booklet includes a foreword written by S. C. H. Davis, formerly Sports Editor of *The Autocar* and intimately connected with the French classic event for many years. The booklet is very well printed on art paper, and excellent photographs from a variety of sources form a large part of its contents; it captures the spirit and excitement of the race to a praiseworthy degree, and cannot be accounted expensive at its price of 2s 6d.

## COMING SHORTLY

- OCTOBER 24.**—Bentley D.C. Annual dinner-dance, Dorchester Hotel, Park Lane, London, W.1, 7 for 7.45 p.m.
- 24.**—M.G. C.C. (Scottish Centre). Rally, starting Pantiles Community Centre, Peebles, 1.30 p.m.
- 24-25.**—Tunbridge Wells M.C. Night Navigation Rally, Ye Olde Felbridge Hotel, East Grinstead, Sussex, 8 p.m.
- 25.**—Seven-Fifty M.C. Speed trial, Tarrant Rushton airfield, near Blandford, Dorset, 1 p.m.
- 25.**—B.A.R.C. (Yorkshire Centre). Greenwood Cup Trial, Poole-in-Wharfedale, Yorkshire, 12.30 p.m.
- 25.**—Maidstone and Mid-Kent M.C. Bossum Trophy Trial, Maidstone Bridge, Kent, 10.30 a.m.
- 25.**—W.O. Club. Meet for tea at Lygon Arms, Broadway, Worcestershire, 4 p.m.; later at George Inn, High Street, Winchcombe, Gloucestershire.

- 25.**—Sporting Owner D.C. Autocross, London Gliding Club, Dunstable, Bedfordshire, 11 a.m.
- 29.**—North London Enthusiasts C.C. Talk on building special, and film show, The Green Man, 128, Hale Lane, Edgware, Middlesex, during evening.
- 31.**—Rover Sports Register. Social meeting, The George Hotel, Beaconsfield, Buckinghamshire, 3 p.m. onwards.
- 31.**—Circle C.C. Night navigation rally, Green Man, Batchworth Heath, Rickmansworth, Hertfordshire, 10.30 p.m.
- 31-November 1.**—Loughborough College M.C. Inter-varsity Rally, Redhill, Loughborough and Kendall.
- 31-November 1.**—Blackpool and Fylde M.C. Rally and driving tests, Blackpool, 12 noon.
- 31-November 1.**—Sheffield and Hallamshire M.C. High Peak Sporting Trial, Rising Sun Hotel, Bamford, Derbyshire, 10 a.m.
- November 1.**—R.A.C. Veteran Car Run to Brighton, starting from the Magazine, Hyde Park, London, 8.30 a.m.

AMONG the exhibits at the Earls Court Show which the enthusiast simply must not miss is one which, oddly enough, is to be found in the Marine Section. This is simply because the stand exhibitors—Coventry Climax Engines—happen to have large connections in that industry; but what will drag you and me to their stand like a magnet is the presence thereon of their new engine (a 2½-litre unsupercharged V-eight) which complies with the provisions of, and appears eminently suitable for, the 1954 Grand Prix formula 1. The engine was fully described and illustrated in *The Autocar* of August 7, and may appear next year in more than one British car contending for G.P. honours.

## CLUB NEWS

**North London Enthusiasts' C.C.**—The club's social evening is on Thursday, Oct. 29, at the Green Man, 128, Hale Lane, Edgware. Two members, C. Clairmonte and N. H. Overton, will talk on building specials. A film show follows, of two Rootes productions—*Operation Europe*, dealing with the Humber Super Snipe run across 15 countries, and *Destination Cape Town*, which speaks for itself. All those interested are invited to attend the meeting.

**B.A.R.C.**—The annual dinner and dance will be held on Friday, November 6, at the Grosvenor House, Park Lane, London, W.1. Tickets are £2 2s each, and may be obtained from H. J. Morgan, 55, Park Lane, London, W.1.

**Yorkshire Centre.**—The Greenwood Cup trial, on October 25, is a semi-sporting event for standard motor cars; there are two classes, sports and closed cars. Covering about 60 miles in Wharfedale and Niddendale, the course starts from the White Hart Hotel, Pool-in-Wharfedale, at 12.30 p.m. Finish is at Ilkley.

**London M.C.**—Mud-pluggers will again be featured as television stars this season; the B.B.C. has asked the London M.C. to organize a Television Trophy Trial, to be held on December 5. A motoring brains trust will be held at the Pavilions Arms, Page Street, Westminster, London, S.W.1, starting at 8 p.m. Question Master is McDonald Hobley, and in the team of brains are Lt.-Colonel Stanley Barnes, of the R.A.C., Sydney Allard, Inspector Priestly, Major-General Griswold, A. E. Rumfitt and Dennis Dent.

Results of the London Rally, run on September 11-12, are now officially confirmed by the club, as no protests have been received. The following additional trophies and awards are being presented. To all competitors in the first ten of the general classification, not already winning a trophy, a **Best Ten Trophy**: 6, Sunbeam-Talbot 2,267 (D. H. Perring and L. Griffiths); 7, Sunbeam-Talbot 2,267 (I. L. Watkins); 8, Vauxhall 2,275 (J. D. Scott and T. G. Wood); 9, Ford 2,262 (R. G. Barton and N. G. Perkins); 10, Morgan 2,088 (B. Clarke and D. H. Oakley). From 11th to 20th, not already winning a trophy, a **Best Twenty Trophy**: 11, Jaguar 3,442 (S. G. Haithwaite); 12, Citroën 2,800 (D. H. Bowring and A. Turnbull); 13, Standard Vanguard 2,088 (N. L. Hall and D. S. Wilson); 14, Ford 2,262 (W. Cave and D. Coates); 17, Vauxhall 2,262 (L. Pocock); 18, Jaguar 3,442 (J. R. J. Mansbridge and P. M. P. Cramp-ton); 19, Morgan 2,088 (L. West and D. B. Smith); 20, Vauxhall 2,275 (T. Beckingham and G. Hartley-Smith). **Navigator's award for saloon car class**: J. A. Ambrose, navigator to R. P. N. Stark (Vauxhall).

The annual dinner-dance and presentation of awards will be held at the Park Lane Hotel, London, W.1, on December 8.





The winner of the recent sports car race at Buenos Aires: the Cadillac-engined special driven by E. Diaz Sáenz Valiente.

## CLUB NEWS . . . . . continued

**Nottingham S.C.C.**—The club returned to the organization of speed events on October 4, with a very successful sprint meeting over a quarter-mile straight. Venue was Clipstone Drive, near Mansfield, Nottinghamshire, which had been used for similar events over 30 years ago. One of the class winners, F. Sisson, had actually competed on this course in the old days. D. F. Truman, with his Jaguar XK120C put up fastest time of day, in 15.67s; a Frazer-Nash Bristol, driven by W. A. McMillan, was runner-up, with 16.16s. **Class winners:** Sports cars and sports saloons: 751 to 1,100 c.c.: M.G. (G. R. Stokes), 21.37s, 1,101 to 1,500 c.c.: Cooper-M.G. (K. Flint), 16.26s, 1,501 to 2,500 c.c.: Frazer-Nash Bristol (W. A. McMillan), 16.16s. **Over 2,500 c.c.:** Jaguar XK120C (D. F. Truman), 15.67s. **Touring cars and saloons:** 1,101 to 1,500 c.c.: Jowett Javelin (W. E. Spowage), 22.44s. **Over 1,500 c.c.:** Jaguar Mark VII (F. Sisson), 18.4s. **Best lady driver:** Triumph saloon (Miss E. Radford), 23.73s.

**Sporting Owner D.C.**—An autocross is not everyone's idea of sport, but for those who enjoy driving around a half-mile circuit as quickly as possible—or for those who would rather watch others performing this feat—the meeting on Sunday, October 25, at the London Gliding Club's airfield, near Dunstable, should be entertaining. The first meeting was held at this venue in August this year, and Michael Lawson and his Lotus hold the existing lap record (standing start) of 52.1s. The same circuit will be used; the grass surface is smooth and kind to chassis. The circuit includes a right-hand hairpin, right- and left-hand curves, and uphill and downhill sections. Facilities for spectators are provided. Invited clubs: Falcon, North London Enthusiasts, M.G., and Seven-Fifty. Classes are: up to 750 c.c. open; 1,100 c.c. closed; 751 to 1,100 c.c. open; 1,101 to 1,500 c.c., open and closed; 1,501 to 2,000 c.c., open and closed; over 2,000 c.c., open and closed.

**Mid-Cheshire C.C.**—Best performance of the day in the Marsh Trophy Rally, run on October 11, was put up by P. W. D. Bennett, driving a Ford Anglia, who won also the closed car class. Class for open cars was won by P. H. Smith (M.G.).

**Coventry and Warwickshire M.C.**—The Gold and Silver Goblets Car Trial, the club's main event of the year, will be run on Sunday, November 1. Premier award is a solid gold goblet, and there is a silver goblet for the best performance in the opposite class. Starting from Allesley, near Coventry, at 10.30 a.m., the morning run will consist of a miniature rally; driving tests and map-reading sections occupy the afternoon. There are no car-damaging sections (Regulations from Mrs. H. S. Wolsley, 532, Allesley Old Road, Coventry.)

**Wadebridge and D. M.C.**—Joint honorary secretaries of this club are: J. Jenkinson, 1, Park View Terrace, Wadebridge, Cornwall; and J. S. Bacon, Moorland Road, Par, Cornwall.

**Worcestershire M.C.**—The course of the Autumn Rally, on October 4, covered over 100 miles, and included route-finding sections, several driving tests and a hill-climb. When daylight had gone, a night navigational test had to be solved, in which nine different check points were virtually "hidden" in National Grid reference numbers. Winner was A. L. Yarranton, in a Morgan Plus Four. Class winners: Morgan 4-4 (G. Stallard), Jowett Javelin (Dr. C. W. F. McKean), Morgan Plus Four (B. Phipps), Sunbeam-Talbot 90 (A. Randall).

**Hants and Berks M.C.**—Results of the driving test meeting at California, near Wokingham, Berkshire, on October 11, are as follows:

**Open class:** 1. Frazer Nash (M. B. Moolyn); 2. Healey Silverstone (K. W. Monk); 3. M.G. TB (B. Tuckley). **Closed class:** Ford Anglia (P. Kingzett); 2. Ford Anglia (H. Hamblin); Morris Ten (L. Sears). **Ladies' prize:** Arkley (Mrs. Irene Scott).

**Sheffield and Hallamshire M.C.**—The annual High Peak Sporting Trial is a classic in the trials world, qualifying for the R.A.C. Trials Championship and B.T.D.A. Star. It is a two-day event. Starting from the Rising Sun Hotel, Bamford, Derbyshire, on Saturday and Sunday, October 31 and November 1, the course covers 40 miles each day. Organizers have managed to find some new sections for competitors on the Saturday, and on Sunday there is some fresh territory to be tackled on private land in the Bradfield area of Derbyshire. Invited clubs: M.C.C., London, Y.S.C.C., Sunbac, B.A.R.C., Lancashire and Cheshire, Cheltenham. There will be a dinner-dance on Saturday evening at the Rising Sun, Bamford, for competitors and organizers. (Regulations from K. G. Settle, Westgrove, Grove Road, Totley Rise, Sheffield.)

**M.C.C.**—Results of the Autumn Trial, run on October 10, are as follows:—

**First-class awards:** L.R.G. 1.172 (W. E. Wonnacott), Allard 3.917 (J. P. Davis), Dellow 1.172 (E. O. Walsh), Dellow 1.172 (A. C. Westwood), Dellow 1.172 (A. E. Clapham), Morris 918 (K. B. Shaw), M.G. TC 1.250 (D. J. Butterfield), Riley 1.496 (W. B. Caldwell), Alvis 2.148 (B. H. Thompson), Allard 3.522 (J. Paster), Tucker-M.G. 1.467 (H. W. Tucker-Peake), Scarlet Runner 1.172 (J. Tucker-Peake), Vauxhall 1.484 (C. P. Crossby), Vauxhall 2.275 (P. Hewins), Renault 748 (K. W. Hobbs), Morgan 2.058 (A. C. Hobbs), Dellow 1.172 (W. F. Mead), M.G. TC 1.250 (M. J. Lawrence), M.G. Mark I 18-80 2.468 (W. M. G. Marshall), Second-class awards: Bayless Thomas 1.486 (W. J. Howard), Trojan 1.527 (A. F. Beroggs), Dellow 1.496 (B. W. J. Hindes), Bradford Utility 1.006 (R. M. Barford), H.R.G. 1.495 (F. Allott), H.R.G. 1.496 (A. G. Norgard), B.H.M. 1.172 (J. B. Banbury). **Third-class awards:** Morgan Plus Four 2.058 (P. Norgard), M.G. saloon 1.250 (R. B. James). **Team prize:** Tucker-M.G. (H. W. Tucker-Peake), Scarlet Runner (J. Tucker-Peake), Vauxhall (C. Crossby).

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| Morris Oxford saloon, im-   |             |
| mediate delivery .....      | £723 12 6   |

## USED CARS

|                                 |      |
|---------------------------------|------|
| 1948 Austin 16 sun saloon ..... | £460 |
| 1953 Ford Zephyr saloon .....   | £750 |
| 1953 Series Humber Hawk Mark V  |      |
| saloon .....                    | £830 |
| 1950 (Oct.) Sunbeam-Talbot 90,  |      |
| Mk.I convertible coupe .....    | £650 |

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• AUSTIN Bluebird saloon, first registered February 1949. Finished in black with beige upholstery. Fitted with radio and heater.

• FORD Zephyr saloon, first registered October 1952. Finished in grey with red leather upholstery. Fitted with radio and heater. 11,000 miles.

• HILLMAN Drop-head Coupe, first registered April 1952. Finished in grey and fitted with heater.

• ROVER '75' saloon, first registered June 1948. Finished in black with grey upholstery. Fitted with heater.

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**ISLEWORTH, MIDDLESEX**

## IN BRIEF

Mr. R. E. Smith, general manager of the Daimler Co., Ltd., has been elected a director.

On page 556 of *The Autocar* October 16 issue, the price of the Austin Princess long wheelbase model should have read £1,750. Purchase tax on this car is £730 5s 10d.

Runbaken Electrical Products, of Manchester, have reduced the price of their Oilcoil to £3 19s 6d. The coil has been modified to give greater voltage.

A new service depot for Don brake and clutch linings has been opened by Small and Parkes, Ltd., at 13a, St. Peter's Street, Ipswich.

Mr. Mervyn W. Shorter, a director and general sales manager of Westinghouse Brake and Signal Co., Ltd., has been appointed managing director of the company.

Mr. L. H. Coney, M.B.E., has been appointed lubricants co-ordinator of Shell-Mex and B.P., Ltd. He is responsible to Mr. A. M. Mackintosh, the company's general sales manager.

A new service depot at 11, Dyche Street, Manchester, 4, was opened recently by British Belting and Asbestos, Ltd., makers of Mintex brake and clutch liners. (Telephone, Deansgate 8248.)

An Austin service week will be held by the East Coast Motor Co., Ltd., Church Street, Cromer, from November 9 to 14. Technical representatives from the factory



In the U.S.A., Chisholm Industries, Inc. have recently developed this manual engine oil changer. A special steel suction tube fits into the dipstick hole, and then 12 strokes are given to remove the old oil and sediment. A transparent valved hose permits visual observation. The changer requires no electric power, and it fits on to the standard five-gallon oil drum.

and from Joseph Lucas, Ltd., and the Dunlop Rubber Co., Ltd., will be in attendance.

A special gathering was held recently to honour Mr. N. W. Maugham, the recently retired secretary of the north-eastern centre of the Motor and Cycle Trades Benevolent Fund. The centre chairman, Mr. T. A. Irvine, made a presentation.

Home sales of the Austin-Healey Hundred are being handled only by the Donald Healey Motor Co., Ltd.; and not by other car dealers, as is the case with most makes. This is because only a few cars are expected to be available in view of the export demand.

A new publication called *Cockshoot Car Maintenance* has been published by Joseph Cockshoot and Co., Ltd., Great Ducie Street, Manchester, 3. It outlines the maintenance services to the motorist of this firm, with current prices. It is available on application to the company.

Sales of new Singer cars in the London area will be controlled direct from the factory of Singer Motors, Ltd., Smallheath, Birmingham, from January 1, 1954. This will bring London sales into line with the remainder of the country. Gordon Cars (London), Ltd., will continue to provide spares and service.

A staff dinner and dance was held by Henley's Tyre and Rubber Co., Ltd., on October 10, which was attended by nearly 650 members of the various Henley companies, including many pensioners. To mark the occasion of the retirement of Sir Montague Hughman from the chairmanship, Mr. Anderson, director and general manager, made a presentation on behalf of the employees. The chairman on this occasion was Mr. W. F. Bishop, C.B.E., a director.

### Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16758. 1932-33 Wolseley Hornet.  
"D.E.E."—All possible information and a handbook.

No. 16759. Popular Ford Eight.  
"A.E.B."—Hints on making and fitting Panhard rod.

No. 16760. Sunbeam-Talbot 90.  
"A.J.L."—General performance and fuel consumption details. What to look for when purchasing secondhand.

No. 16761. 1936 1½-litre Riley Merlin.  
"P.H."—Any available details and a handbook.

No. 16762. 1939 30 h.p. Studebaker President.  
"M.W."—General information and a handbook.

No. 16763. Handbooks Required.  
"W.B."—1937-38 Lanchester Fourteen Road-rider.

"B.W."—1937 Austin Ascot Twelve-Four.

"G.W.L."—1935-36 Vauxhall Twenty.

"C.R.W."—1938 Standard Ten.

"R.W.U."—1935 Austin Seven.

"L.C."—1934 Morris Minor.

"E.W."—Chrysler Wimbledon.

"C.S."—1931 Wolseley Hornet Special.

"J.W.L."—1939 26.35 h.p. Studebaker Commander.

"A.B."—1934-35 Vauxhall Twelve-Six.

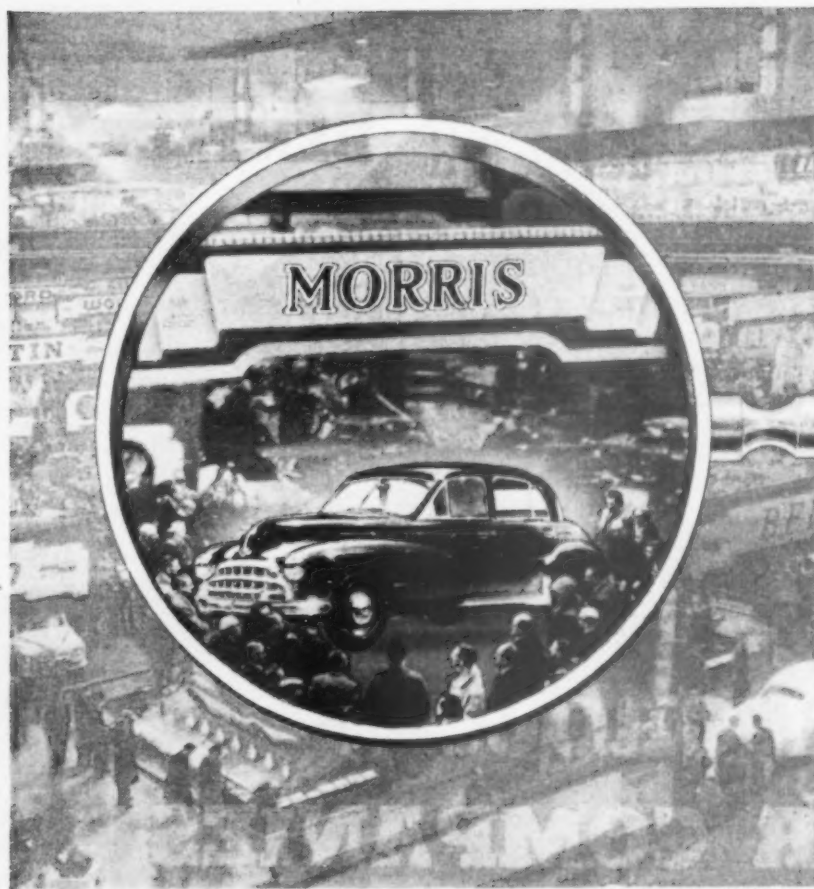


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By H. J. MULLINER  
1937 ROLLS-ROYCE Ph. III, 7-seater  
By FREESTONE & WEBB  
1935 ROLLS-ROYCE Ph. II  
By H. J. MULLINER  
1933 ROLLS-ROYCE Ph. II  
By JAMES YOUNG  
1933 ROLLS-ROYCE 20/25, Shooting Brake  
1933 ROLLS-ROYCE Ph. II By BARKER  
1931 ROLLS-ROYCE 20/25  
By Southern Motor Bodies (extremely attractive)  
1951 BENTLEY 4½, Mk. VI, Steel Saloon,  
24,000 miles

1939 BENTLEY 4½, overdrive saloon  
By PARK WARD  
1936 BENTLEY Speed Six By CORSICA  
1952 JAGUAR Mk. VII Saloon  
1952 HUMBER Super Snipe Saloon  
1951 FORD Pilot (exceptional condition)  
1950 ROVER P4 Saloon  
1950 TRIUMPH Renown Saloon  
1949 RILEY 2½-litre Saloon  
1940 LAGONDA Rapide D.H. Coupe  
1937 CORD Supercharged D.H. Coupe  
1937 CORD Supercharged Saloon  
1939 JAGUAR 3½-litre Saloon

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EXCHANGES AND TERMS

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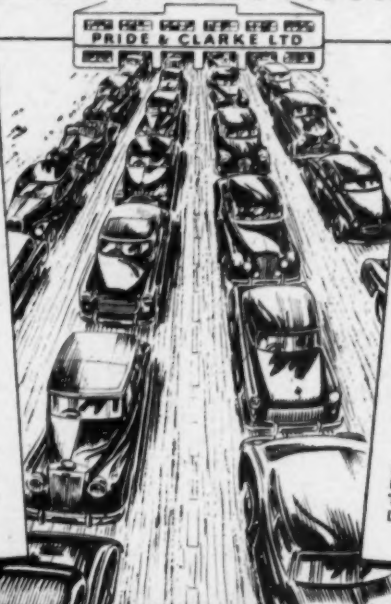


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| 1952 TRIUMPH Minor, 21,000 m., htr.     | £499 |
| 1952 MORRIS H.Tour'r, 14,000 m., low m. | £499 |
| 1951 MORRIS Minor 2-door saloon         | £469 |
| 1951 STANDARD Vanguard htr., rdo.       | £519 |
| 1951 FORD Prefect saloon, 1 owner       | £469 |
| 1950 AUSTIN A40 saloon, 1 owner         | £369 |
| 1950 MORRIS Minor tourer, low mige.     | £449 |
| 1949 VAUXHALL Velox, radio, heater      | £389 |
| 1949 STANDARD V/gd. sln., htr.          | £429 |
| 1948 ARMSTRONG Hurricane d/h cpe.       | £349 |
| 1948 STANDARD 14 saloon                 | £359 |
| 1948 STANDARD 8 saloon, 1 owner         | £349 |
| 1947 AUSTIN 10 Sun saloon               | £319 |
| 1947 AUSTIN 8 Sun saloon, recellulosed  | £299 |
| 1947 WOLSELEY 8 saloon                  | £269 |
| 1947 MORRIS 8 saloon                    | £249 |
| 1946 WOLSELEY 18 saloon                 | £249 |
| 1946 MORRIS 8 saloon                    | £249 |

**EXCHANGES**—all makes and models. Allowance on your present model can be used as deposit on the car of your choice. Balance over 18 months. Write for lists. 3 months' written guarantee on post-war cars.



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| 1952 MORRIS Minor saloon, 12,000 m.   | £529 |
| 1951 MORRIS Oxford saloon, 18,000 m.  | £529 |
| 1950 MORRIS Oxford sln., low mileage  | £499 |
| 1950 MORRIS Minor saloon, 22,000 m.   | £429 |
| 1950 FORD Anglia saloon, 16,000 miles | £339 |
| 1949 HILLMAN Minx sln., htr., 1 owner | £419 |
| 1949 MORRIS Minor saloon              | £399 |
| 1949 MORRIS Oxford sln., htr., radio  | £449 |
| 1949 FORD Anglia saloon               | £399 |
| 1948 AUSTIN 16 saloon, radio, heater  | £399 |
| 1948 MORRIS 10 saloon, 1 owner        | £329 |
| 1948 FORD Prefect saloon              | £319 |
| 1947 ROVER 16 saloon, heater          | £409 |
| 1947 AUSTIN 16 Sun saloon             | £319 |
| 1947 FORD Anglia saloon, loose covers | £279 |
| 1947 ALLARD 2-seater saloon, radio    | £259 |
| 1946 HILLMAN Minx saloon, radio       | £259 |
| 1946 AUSTIN 8 saloon                  | £299 |

**NEW CARS:** AUSTIN, FORD, JOWETT, MORRIS, MG, RILEY, SINGER, STANDARD, TRIUMPH. IMMEDIATE or FAVOURABLE DELIVERY OF ALL MODELS.

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| AUSTIN A70, 1950. Choice of two excellent runners from         | £445 |
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| AUSTIN A40 Countryman, 1950. Choice of two from                | £325 |
| AUSTIN 16 Saloons, 1946-7-8. Choice of several from            | £325 |
| FORD Consul, 1952. In nice condition throughout                | £565 |
| MORRIS Oxford Saloon, 1949. Carefully used. Choice of two from | £465 |
| STANDARD 8 Saloon, 1947. Carefully used. Choice of three from  | £245 |
| VANGUARD Estate Car, 1950. Choice of three from                | £425 |
| VANGUARD Saloons, 1949-50. Choice of four from                 | £365 |
| VAUXHALL Wyvern, 1950. Choice of two bargains from             | £395 |

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This is a smart, attractive little car with many refinements. Powered by a 346 c.c. two-stroke engine it has a maximum speed of 40 m.p.h., and a petrol consumption of 60/70 miles per gallon.

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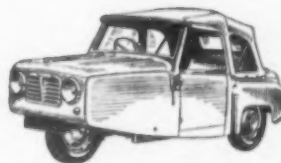
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AUSTIN Sheerline in black ; 200 miles only, £1,650.

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**NEW AUSTIN A/70 Pick-up Truck**

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1948 1½-litre 12 h.p. saloons of mod. mileage £595  
Up to a 1952 2½-litre saloon a few months old at £995  
and including a special D.H. four-seater coupe 1951 model.

### Six Post-war ARMSTRONG SIDDELEYS—All Models

1949 Hurricane in pastel bronze with radio... £495  
1952 Hurricane (18 h.p.), one owner with radio £775  
1951 Whitley sal., choice of two, both 1 owner £795  
Also Lancaster sln. & 1948 Typhoon sln. from £495

### Four post-war and Two late pre-war DAIMLERS.

Consort saloons, 1951 2, choice of 2 models from £895  
and a special drophead four-seater coupe by Barker, 1950  
Late pre-war 2½-litre sln. privately owned from £325

### Five post-war AMERICAN CARS

Two BUICK Super Eight saloons, 1947 and 1949,  
one right-hand drive, immaculate low mileage cars.  
R.H.D. STUDEBAKER 22 h.p. Champion sln. 1947 8  
Choice of two both one owner cars with over-drive.  
Right-hand drive PACKARD Clipper six-seater saloon,  
1947 model with over-drive, radio and heater, etc.

### Pre-war BENTLEYS

1934 Park Ward sports saloon, an excellent car £545  
and an immaculate Thrupp and Maberley same year.  
1937 4½-litre drophead four-seater coupe Park Ward £795

### ROVER 60 and ROVER 75

From 1948 to 1951 saloons and sports slns. from £625

### AUSTIN A.40, A.70 and A125 (Sheerline)

Ten A.40's in stock, all but one are one owner cars  
1949 to 1951 models, all moderate mileage from £475  
A.70 Hereford Hampshire sls., 1950 2 from £525  
And a 1950 Sheerline in black, radio heater... £695

### Miscellaneous Post-war Cars

Two SINGER SM.1500 saloons, one late 1949 at £495  
and a very immaculate 1951 one owner specimen  
Also post-war SINGER Super 10's 1947-1949 from £295  
One 1947 & one 1949 ALVIS 14 h.p. sal. from £595  
Five HILLMAN Minx, two saloons, two drophead  
four-seater coupes, 1947, and a very special bargain 1948  
Phase II Minx sal., steering column gears, only £395  
Four STANDARD saloons 1947 8, 12 and 14 h.p.,  
two in black and two in pastel grey, heater, from £345

## MAIN SHOWROOM—NORTH SIDE

### SPORTS AND SPECIALIST CARS

To the knowledgeable motorist, specialist or sports  
car enthusiast, this section of our showrooms must have  
definite appeal. Here is a carefully selected range of  
some of the finest cars in the world, both pre- and  
post-war, all of which are open to any trial.

JAGUAR 3½-litre Competition model 100 2-seater,  
late pre-war series 1938 9, superbly maintained £445  
Also two XK.120 two-seaters, both 1951 models.  
JAGUAR Mark VII saloon, Feb. 1952, very low  
mileage specimen, fitted H.M.V. radio, heater £1,445  
LANCIA Aprilia 12.9 saloon, 1939, overhauled by  
makers this year, fitted radio, Telecontrols, superb £525  
Other Continental models—RENAULT, D.K.W.,  
FIAT, etc.  
LAGONDA V.12 1939, fitted special Rapide drophead  
body, Sanction II engine, probably the finest example  
of its kind in the whole country.

ALVIS 4.3 litre Speed 25 and Speed 20 sports saloons  
with special body styling by various well known English  
coachmakers, Charlesworth, Mulliner, 1937 models,  
reconditioned by the makers from £275  
Earlier Speed 20 models at equally competitive prices  
and a 16.9 h.p. drophead, December 1938 at... £265  
JOWETT Jupiter 2-seater, 1951, actual winner of  
recent Monte Carlo Rally, specially tuned, and one of  
the rare ROVER 12 open four-seater sports tourers,  
1948 model in most immaculate order... £595  
Various M.G. models from J.2 series with special  
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Tickford drophead Midgit, V.A. series open four-  
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SINGER Le Mans 2-seaters and coupes including a  
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## ANNEXE—SOUTH SIDE

### ROVERS Post- and Pre-war models

Twenty-four ROVER saloons from late-pre-war up  
to 1947, all types 10, 12, 14, 16 and 20 h.p. sports saloons  
and six-light saloons, a number of these cars have been  
reconditioned by the Rover Car Co., several have w-  
conditioned engines fitted recently, many are one owner  
cars which have only been purchased by us after we  
have been thoroughly satisfied as to their history and  
general mechanical condition.  
Prices vary according to year, late pre-war 1939 43  
models are from about £395, post-war from under £500

### Post-war FORD Prefects

Eight of these available 1947/52, many of the earlier  
series with reconditioned engines, all but one with  
de-luxe leather interior, prices from... £295

### STANDARD VANGUARDS

Choice of eight different models 1949/52, from £445  
All with leather upholstery and built-in heater, etc.  
Two Vanguard Estate Cars, 1950 and 1952, both  
immac. spec., leather inter., radio, heater... £595

### Five pre-war RILEYS

All late pre-war models 1½-litre and 2½-litre 1938,  
1939 and 1940 Nuffield, Adelphi and Kestrel from £295  
All with syn. manual gears, some with overdrive.

### Eight post- and pre-war SUNBEAM-TALBOTS

1948 10 h.p. and 14 h.p. (2-litre) sports slns. from £475  
two in maroon and one in grey with radio at this price.  
Three pre-war models, 10 h.p. saloons and one special  
open four-seater sports fitted new hood from... £295  
Two 3-litre sportsmans saloons, very special cars,  
expertly maintained, equipped with many extras.

## ANNEXE—EAST SIDE

### Post-war Cars of 25 h.p. and Over

Choice of five FORD Pilot saloons, all with leather  
upholstery and heater and some with built-in radio, all  
privately owned 1950/51 models from... £465  
HUMBER Super Snipes, Phase II and Phase III  
models latest body styling, steering column gearchange,  
some chauffeur maintained 1949-1951, from... £495  
Choice of five 3½-litre JAGUARS 1947 models to  
1950, Mark V saloons all fitted built-in heater, etc. and  
including a very rare right-hand drive drophead four-  
seater coupe fitted discs and H.M.V. radio at... £595

### HIRE CARS—Limousines, 7-seaters, etc.

HUMBER Pullman Limousines, 1947/51, latest  
Phase III models and one special Phase II Pullman with  
leather upholstery, 1949, privately owned, at... £945  
One superb 1947 model, reconditioned mechanically by  
distributors, including fully reconditioned engine, a one  
owner car taxed and used privately... £645  
Two pre-war PACKARD limousines, 1937, Super  
Eights, widest occasional, winding division, from £345  
Three ROLLS-ROYCE 20-25 including one full  
eight-seater limousine by Arthur Mulliner April 1936  
reg'n., fwd., understood maintained by makers £595  
Various late pre-war American lims. 7-seaters and six-  
seater saloons; 1938 DODGE lim. with over-drive £395  
BUICK Pullman limousines, HUDSON 8-seater limous-  
ine with leather upholstery, 1938, and a late pre-war  
CADILLAC limousine superbly equipped at only £345  
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1939 STUDEBAKER limousine, late pre-war £295

## ANNEXE—NORTH SIDE

Popular Family saloons, medium horse power,  
both pre- and post-war—ALL MAKES

Eleven AUSTIN 10 h.p. sal., 1940 mod. from £295  
and similar style post-war series of all horse powers  
including a 1948 AUSTIN 16 de-luxe sln. at only £425  
and a number of late pre-war Cambridge saloons, some  
one owner cars of moderate mileage at about... £200  
VAUXHALL sls. of 10, 12 and 14 h.p. post-war J type  
from £395, pre-war D.X. & touring mod., from £175  
and a 1940 J type saloon, just fitted new engine £295  
WOLSELEY sls., series III post- & pre-war, from £295  
10, 12, 14 and 18 h.p., all cars privately owned and of  
moderate mileage, several chauffeur maintained driven.

## ANNEXE—WEST SIDE

### JAGUARS 1½, 2½, and 3½ litre

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post-war Jaguars, saloons and dropheads, prices vary  
according to condition and year and range from £195  
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also two Mk. VII's (1951) and a 1950 Mk. V saloon.

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1948 models, four-seater dropheads, with heater, etc. £395  
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with short radiator grille, radio, heater, from... £685  
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### ENGLISH pre-war medium horsepower.

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h.p. from... £95  
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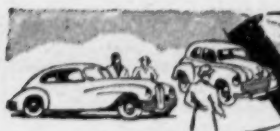
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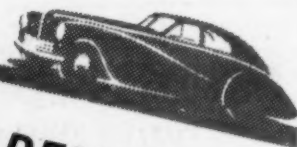
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| 1950 AUSTIN A.70 Hampshire F/H Saloon                           | Green        |
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| 1952 AUSTIN A.90 Saloon, Heater                                 | Black        |
| 1950 DAIMLER 2½ Saloon                                          | Black        |
| 1952 FORD Consul Saloon, Radio and Heater                       | Fawn         |
| 1953 FORD Zephyr Saloon                                         | Black        |
| 1952 HILLMAN Minx Phase V Coupe                                 | Black        |
| 1952 HUMBER 16 Hawk Saloon, Heater                              | Bronze       |
| 1952 HUMBER 27 Super Snipe Saloon, Radio and Heater             | Gunmetal     |
| 1949 JAGUAR 3½ Mk. V S/Saloon                                   | Dove Grey    |
| 1951 JAGUAR XK 120 Sports                                       | Birch Grey   |
| 1952 M.G. T.D. Sports                                           | Ivory        |
| 1951 M.G. 1½ S/Saloon                                           | Maroon       |
| 1952 MORRIS Minor Tourer, Heater                                | Green        |
| 1953 MORRIS Oxford Saloon                                       | Grey         |
| 1951 RILEY 2½ Saloon, Radio and Heater                          | Black        |
| 1949 ROVER 75 P.3, 4-light Saloon, Radio                        | Black        |
| 1953 ROVER 75 Saloon                                            | Black        |
| 1950 STANDARD 18 Vanguard Saloon, Radio                         | Black        |
| 1953 STANDARD 18 Vanguard Ph.II Saloon                          | Green        |
| 1951 STUDEBAKER Champion Regal 5-passenger Coupe                | Comanche Red |
| 1950 SUNBEAM-TALBOT 90 D/H Coupe                                | Black        |
| 1952 SUNBEAM-TALBOT 90 S/Saloon, Radio and Heater               | Black        |
| 1952 TRIUMPH Renown Saloon, Radio and Heater                    | Black        |
| 1952 VAUXHALL Wyvern Saloon                                     | Black        |
| 1953 VAUXHALL Velox Saloon                                      | Grey         |
| 1947 WOLSELEY 18 S/Saloon                                       | Black        |

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# The Autocar

## CLASSIFIED ADVERTISEMENTS

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**A.C.**  
**1934** A.C. 16/70 fixed head 4-seater, excellent condition, going overseas; £125 o.n.o.—Box 1279 (1909)

**DROP** head 2-seater coupe A.C. discs, etc. very smart; £275.—45, Shirehall Park, N.W.4. Hendon 1644. (11785)

**22000** miles, 1948 (August) A.C. saloon, one owner, radio, heater, unmarked; £375.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0421-2. (13040)

**175** ans.—A.C. 1935 16/56hp Greyhound sports saloon, ivory, blue leather, radio, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (134018)

**1951** (October) A.C. 2-litre saloon, Pacific green with fawn leather, heater, a most attractive one-owner car, thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards & Co., Ltd., 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. (132002)

**8100** miles only—1950 A.C. 2-litre saloon, black one-owner car, thoroughly recommended; written guarantee; £250; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (132003)

**£333!!!**—Rare and beautiful 1939 A.C. Greyhound special bodied sports saloon; this vehicle has all the tremendous qualities of the thoroughbred giving the exhilarating performance only found in expensive hand-built motor cars; 3 months' guarantee, hire purchase, exchanges.

**LAMB** Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (132052)

**A.C. Cars Wanted**  
**REQUIRED**, good used A.C.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)

**CASH** immediately for good A.C.—Details please to H. F. Edwards, 19, Seabrook Rd., Hythe, Tel. Hythe 67311. (W2059)

**CASH** immediately for good A.C.—Details please to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

**ALFA-ROMEO**  
**14** litre supercharged Alfa-Romeo Zigato 2-seater, completely rebuilt, winning several tests this year; £350.—F. H. Moss, Ltd., Park St., Luton 5825-6. (11755)

**Alfa-Romeo Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)

**Alfa-Romeo Spares and Service**  
**THOMSON & TAYLOR (BROOKLANDS)**, Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge, Byfleet 520. (10214 R)

**ALLARD**  
**BM**  
**1948** (late) Allard 2-seater roadster, just decarbonized, mechanically faultless due to its low mileage and the great care expended on its maintenance, batteries and four tyres perfect, spare unused extras; spotlight, electric clock, twin spotlights, H.M.V. radio, Fram filter; finished in beautiful black cellulose, maroon wheels with Ace Rimbellishers, new maroon hood, maroon upholstery and pretty special bumpers offsetting the car, make it one of the more impressive Allards we have seen, instruction book; £390; terms, exchanges.—Beverly Motors, Beverly Rd., Highams Park, London, E.4. Larkwood 7206 or 2051. (13196)

**B. J. HUNTER, Ltd.**, offer:—  
**1950** Allard P saloon, just fitted new tyres, really as new, choice of three from £500.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (132040)

**ALLARD K1** sports 2-seater, black, many extras; £390.—M. Goulding, Fyfeburn, Egley Rd., Woking, Surrey. (11200)

### IN THIS ISSUE

See your local dealer's announcement in the Alphabetical Classified Directory of NEW CAR and COMMERCIAL VEHICLE SPECIALISTS who are at your service for SPARES, SALES & SERVICE  
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### SALES & WANTS

Turn to page 301 for Advertisement Form

### ALLARD

**BRADSTOCK MOTORS** offer:—

**£355**—1948 (September) Allard drop head coupe, attractively finished in grey and black, excellent condition throughout; terms; exchanges.—Chase Rd., Epsom. Tel. Epsom 635. (11511)

**RICHARDS & CARR** always best value.

**1948** drop head coupe, good condition; £365.

**1947** drop head coupe, heater, screen sprays, reconditioned engine; £395.

**1952** P.1 saloon, dark blue, one owner, 15,500 miles £750.

**35**, Kinnerton St., London, S.W.1. Sloane 5424. (13045)

**ALLARD 1948** drop head coupe, 30,000 miles, all new tyres; £325; terms, part exchanges.

**R. J. SEARLE**, 20, Queen's Gate Mews, Kensington, S.W.7. Tel. Western 5228 before 10 a.m. and after 5 p.m. (11762)

**ALLARD 1950** P1 saloon, grey, beautiful condition, reconditioned engine, radio, covers; nearest £325.—Box 1357. (11851)

**ALLARD** saloon de luxe, April, '51, fitted heater, radio and many other extras, a very attractive car; £550.—Tate of Leeds, Ltd., Allard Distributors for Yorkshire, New York Rd., Leeds, 2. Tel. 31281. (11500)

**£444!!!**—Magnificent Allard drop head coupe, 1949/50 series, having recently had reconditioned engine and brand new hood, is unquestionably at give-away price; only one careful owner has nursed this vehicle all its life.—Below.

**£444!!!**—1949/50 Allard sports saloon one owner, only sports condition, 3 months' guarantee, hire purchase, exchanges.

**LAMB** Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (132052)

### Allard Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)

**B. J. HUNTER, Ltd.**,

**FOR** immediate purchase of your Allard.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (W2040)

**J2 or K2** wanted for cash.—Tel. Valentine 4674 after 6 p.m. (W2018)

**LOW** priced Allard 2-str. wanted by private owner for cash.—Box 1363. (11857)

**BARTLETT** will pay more for good Allards.—27a, Pembridge Villas, W.11. Bayswater 0525. (W1015)

**RICHARDS & CARR** the best Allard buyers—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

**PERFORMANCE CARS** urgently require Allard—Great West Rd., Brentford Middlesex. Ealing 8841. (W541)

### ALVIS

**COACHCRAFT** offer:—

**ALVIS 14**, 1946. See under utilities. (131053)

**B. J. HUNTER, Ltd.**, offer:—

**1948** Alvis 14 saloon, one careful owner only since new; £595.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (132040)

**GLANFIELD LAWRENCE** offer:—

**1939** Alvis 12/70 sports saloon, grey/maroon, in absolutely magnificent condition throughout; £325.—407, High Rd., N.12. Finchley 6091. (132055)

**GUY SALMON AUTOMOBILES** offer:—

**1951** Alvis 5-litre drop head coupe, 22,000 miles, just passed out by makers, fitted whitewall tyres, brand new condition; £1,195.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3-3. (134001)

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (131046)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALVIS

**B**ROOKLANDS, Alvis distributors, new 3-litre  
**1953** Alvis 3-litre sports 2-seater, 750 miles.  
**1952** Alvis 3-litre sports 2-seater, 8,700 miles.  
**1952** Alvis 3-litre drop head coupe, 7,000 miles.  
**1951** Alvis 3-litre saloon, radio, heater.  
 ALVIS cars examined and guaranteed; saloons and  
 coupes from £1,200.  
**BUY or sell your car at**  
**103, New Bond St., London, W.1. Mayfair 8551-6.**  
 (C1029)

**PERFORMANCE CARS**—Good selection always available; written guarantee.—See under "Sports Cars."  
 (C3041/R)

**1948** Alvis 14hp saloon, special body, and many extras.—Dunham & Haines, 46, Castle St., Luton 2100. (C1079)

**1938** Alvis 20hp saloon, 55,000 miles only, one owner since new, £225.—Noel Bell, Putney Vale, Putney 7851. (1868)

**ALVIS 14 drop head coupe, 1949, in first-class condition throughout.**—Hallam, 36, Fairmount Drive, Loughborough, Tel. 3618. (1623)

**£650!!**—1949 14hp Alvis drop head foursome coupe, coachwork by Tickford, grey with red leather, fitted heater in superb order throughout.  
**BRIAN FINGLELAND**, Bussett Sales & Service, 2, Pembroke Mews, Bayswater, W.11. Baywater 3951. After 6. Tulse Hill 4756. (C2009)

**4.3-litre V.D.P. foursome drop head, 1937, virtually one owner, excellent throughout.**—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5484 and 8994. (C3045)

**825**—Alvis 14, September 1950 special streamlined super sports 2-seater, red, ivory leather, small mileage, very carefully used, nearly new; terms, exchanges.—Rowland Smith, below.—

**725**—Alvis 14, 1949 Tickford foursome drop head coupe, polychromatic grey, red leather, radio, one owner, exceptional condition, original cost £1,900; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**1951** Alvis 3-litre saloon, 20,000 miles, maroon/red leather, one owner, most excellent condition; £975.—Taylor & Crawley, 35, Grosvenor Cres. Mews, Hyde Park Corner, S.W.1. Sloane 5213. (C4056)

**1929** vintage Silver Eagle sports tourer, amazing specimen, post-war condition throughout. Offers.—Royston Motor Co., Ltd., Herts. Tel. Royston 2146. (1795)

**ROYS** offer Alvis 12/70 sports saloon, 1939, performance and condition rarely amazing; £295; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8994. (C3059)

**£350**—1937 Alvis 4.3 saloon, maintained regularly by the makers, genuine reason for sale, must be seen and tried to be appreciated; terms, exchanges.—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C3051)

**CAMDEN MOTORS** for Alvis—14hp saloon, 1949, late property of elderly retired businessman, this car has been so very carefully driven and maintained and we understand that at no time has it exceeded speeds of 50mph, the whole condition is beautiful in the extreme; £495.

**CAMDEN MOTORS** for Alvis—Speed 25 sportsman's 4-door saloon, 1937, Charlesworth 4-light bodywork attractively finished in black with brown leather interior, a full and very detailed history of the car is available going back over a number of years, right up to the current month; it has been most fastidiously maintained by the Museum owner, bills from the Alvis themselves total a very considerable amount and no expense has been spared to keep the car in 100% mechanical condition, its performance cannot fail to appeal to the connoisseur seeking for this all too scarce model; £275.

**CAMDEN MOTORS** for Alvis—1936 Crested Eagle saloon, in more than reasonable condition for its year—usual Alvis "quality" construction and performance, golden opportunity and ridiculously cheap at £145.

**CAMDEN MOTORS** for Alvis, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue, 400 cars in stock; see "Guide to the Show" full-page advert. in this issue. (C1036)

**ALVIS 1,900cc sports special, red with ivory leather, small mileage, many extras, including wireless, heater and 4 fog lamps, just returned from Alvis works having had suspension, brakes and engine completely checked and all worn parts renewed; best offer accepted.**—S. E. Robinson, Neap House, Gunneas, Finchthorpe. (1660)

**FOR sale privately at £345**—4.3 sports saloon by Charlesworth, first registered August, 1939, two owners, total mileage 72,000, works overhauled, including rebore and crank reground, perfect mechanical condition throughout, 96 m.p.h. at 4,500 revs.—Tel. Marnhill 582 or write advertiser, Tennyss Close, Marnhill, Dorset. (1736)

## Alvis Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**B**. J. HUNTER, Ltd., offer:—  
**FOR immediate purchase of your Alvis.**  
**B**. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

**POST-War Alvis required for cash.**  
**ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289.** (C2035)

**REQUIRED, good used Alvis.**—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

**PERFORMANCE CARS** urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

**CASH** immediately for good Alvis.—Details please to H. P. Edwards, 28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. (W2001)

**1939** 40 Speed 25/4.3 foursome drop head, faultless condition.—George, 4, Park Row, Nottingham. (1806)

**ALVIS Speed 25, 1939 model, urgently required.**—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fixman 0052/7253/7154. (W1046)

**CHARLES POLLETT, Ltd.,** buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. (0590/R)

**ALVIS Spares and Service**  
 SERVICE and spares for Alvis cars.  
**ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4.** Grams, Alviscar God London.  
**ND at ALVIS, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501.** Grams, Alvis, Coventry. (0651/R)

**CHARLES POLLETT, Ltd.,** Alvis specialists.  
**SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.**

**SPARE PARTS.**  
 SERVICE: Barnsdale Yard, off Egin Ave., W.2. Tel. Cunningham 5936-7-8. (0591/R)

**MANCHESTER**—Alvis repairers and spares, main agents.  
**FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 13, Rus. 2874-5.** (0653/R)

**LANCASHIRE** and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4090) and 176, Deansgate Manchester (Tel. Deansgate 4507). (0895/R)

## AMERICAN CARS

**SIMPSON'S** offer:—  
**RHD** new Chevrolet saloon, 4-door, radio, heater, all extras, black, 1,900 miles.  
**RHD** 1952 Studebaker Commander hardtop coupe, radio, heater, overdrive, grey/maroon, 17,000 miles.  
**RHD** 1951/52 Buick 4-door saloon, radio, heater, all extras, black, 7,000 miles.  
**RHD** 1951/52 Chrysler Windsor saloon, radio, heater, all extras, black, low mileage.

**1952** Buick 2-door saloon, radio, heater, all extras, grey, low mileage.  
**1951** 58 Cadillac 4-door saloon, Hydramatic, radio and all extras, black, 16,000 miles.  
**1951** 52 De Soto station wagon, radio, heater, all extras, green, 12,000 miles.

**1951** Pontiac 2-door saloon, Catalina hard top, radio, heater, all extras, blue, 13,000.  
**1949** 50 Chrysler New Yorker saloon, radio, heater, all extras, black, 23,000 miles.

**1950** Nash Ambassador saloon, Hydramatic, radio, heater, all extras, black, 24,000 miles.  
**1947** Buick convertible, radio, all extras, interior red leather, cream, moderate mileage.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015)

**CAMDEN MOTORS** offer:—  
**RIGHT-HAND** drive Packard 4-door Clipper 6-seater saloon, 1947, all extras.  
**RIGHT-HAND** drive Studebaker Champion 22hp saloon, 1947-8 with overdrive.  
**RIGHT-HAND** drive Studebaker Commander Land Cruiser 6-seater saloon, 1949.  
**RIGHT-HAND** drive Buick Super Eight saloon, 1947 (and a 1949 model); for details write, call or tel.—

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; 400 cars in stock; see "Guide to the Show" full-page advert. in this issue. (C1055)

**JOE THOMPSON (MOTORS), Ltd.,** offer selection late model American cars.—97, Fulham Rd., S.W.3. Kensington 4656. (C4028)

**£500**—November, 1949, Plymouth saloon, r.h.d., radio, heater, blue with clean cloth interior, exceptionally nice engine, good tyres, etc.—"The Bunsalov," Buller Rd., Crediton (375). Devon. (1812)

**BRITISH & COLONIAL MOTORS, Ltd.,** offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (C1027)

## American Cars Wanted

**ATTENTION!!!**  
**SIMPSON'S**, The American Car Buyers, require all American cars.—Wembley 8691/3903, 345, High Rd., Wembley. (W4015/R)

**POST-WAR** American cars wanted.  
**REG. TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 31.** (W4064)

**AMERICAN** car wanted for cash.—Tel. Valentine 4674 after 6 p.m. (W2018)

**JOE THOMPSON (MOTORS), Ltd.,** require American cars.—97, Fulham Rd., S.W.3. Kensington 4656. (W4028)

**METCALFE & MUNDY, Ltd.,** will buy your American car.—280, Old Brompton Rd., S.W.3. Fremantle 5471. (W3064)

**TAYLOR & CRAWLEY** will buy low mileage luxury American cars at very good prices.—33, Grosvenor Cres. Mews, Hyde Park Corner, S.W.1. Sloane 5213. (W4036)

**AMERICAN CARS WANTED**  
**BRITISH & COLONIAL MOTORS, Ltd.,** distributors for London and Home Counties, require wood Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (W1027)

**AMERICAN CARS SPARES AND SERVICE**  
 W/E specialise on repairs, parts; sell your car for you; reasonable prices.—Tarrant and Fraser, Ltd., 10, Winchester Mews, N.W.3. Primrose 6159. (0455)

**ARMSTRONG SIDDELEY**  
**P&J**  
**PAISS & JOYCE, Ltd.** (London and district distributors)  
**1952** Armstrong Siddeley Whitley saloon, preselection for gear, Langham grey, immaculate condition; £975. 1 week's free trial; guaranteed, deferred terms available.—184, Gt. Portland St., W.1. Museum 1001. (C3039)

**COACHCRAFT** offer:—  
**£365**—1947 Armstrongs Whitley 4-door saloon de luxe, excellent order throughout, most distinctive and comfortable car, similar in appearance to 1952 model, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1053)

**TOM GARNER, Ltd.,** offer:—  
**1953** Armstrong Siddeley Whitley saloon, black with brown leather, 2,000 miles only; £1,165.  
**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 3, Blackfriars 9265-6-7.** (C2020)

**B. J. HUNTER, Ltd.,** offer:—  
**1953** Armstrong Siddeley utility saloon, very low mileage, as new; £755.  
**B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.** (C2040)

**GUY ALFRED & Co., Ltd.**—1952 Armstrongs, open 4-seater, useable as brake—6-7, Warren St., W.1. Euston 3268. (C1005)

**1953** Sapphire, mileage under 1,000, radio, special finish; £1,725.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. (C3040)

**1946** (September) Armstrongs Typhoon 2-door saloon, blue with blue leather, heater based excellent condition; £450.—Woking Motors (Maybury Hill), Ltd. Woking 1928. (C4057)

**1948** Armstrong Siddeley Typhoon sportsman fitted Bedford card loose covers, heater, spotlight, etc., speedo reading 34,000, in lovely condition; £540.  
**JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441.** (C1036)

**HURRICANE** coupe, 1947, maintained in new condition, 28,000 miles only, black, red leather; £450; no dealers.—Heath Edge, Llanfair Drive, Ascot, 1358. (1735)

**ARMSTRONG SIDDELEY** Lancaster, 1937-48, superb condition; £425; exchanges.—Park (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199. (C3037)

**CAMDEN MOTORS** for Armstrong Siddeleys.—11 models in stock, Whitley, Lancaster, Typhoon and Hurricane and pre-war models; see "Guide to the Show" full-page advert. in this issue.

**CAMDEN MOTORS** for Armstrong Siddeleys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue, 400 cars in stock. (C1035)

**ARMSTRONG SIDDELEY** Hurricane coupe, black, 1951 (Sept.), preselector, tan hide upholstery, heater, one owner; £635.—Evenings, Smallfield (Surrey) 44, after 7. (1728)

**JACK ROSE, Ltd.,** offer 1948 Armstrong Siddeley Typhoon saloon, a most attractive car inside and out, in green and black and green hide upholstery; acorn £495.—Stalford Rd., Wallington, Surrey. Tel. Wallington 6677-8. (C3056)

**1951** Armstrong Siddeley Whitley 4-door saloon, colour lawn, good tyres, taxed, one owner, regularly serviced by us since new; £785.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

**1950** Armstrong Siddeley 18hp Lancaster 4-door saloon, black, brown hide, heater, fully equipped, a really well-maintained car; £635; 3 months' written guarantee; service after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube), Finchley 0052-55. (C4065)

**1952** (April) Armstrong Whitley 4-light saloon, finished black, one owner from new, total mileage 6,750, loose covers, Life guard tubes, spare tyre and tools unused, this car has been carefully serviced throughout its life, and is virtually as new in every way, taxed and ready for use; guaranteed £985, trade and part-exchange enquiries invited.—O. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4439. (C3014)

**LIMOUSINE**, 1951/18hp, partition, forward controls, leather throughout, genuine 8,000, black, carefully maintained, immaculate, selection from £1,055. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1068)

**ARMSTRONG SIDDELEY CARS WANTED**  
**C**  
**THE CAR MART, Ltd.,** wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. (0171/R)

**R**  
**ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041.** (W4018/R)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Armstrong Siddeley Cars Wanted

**C** H A R L E S F O L L E T T, Ltd., official Armstrong Siddeley agents.  
**S** E R V I C E, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-7-8. [W2010]  
**K** I R K W O O D C A R S buy pre-war Armstrongs.—79, Streatham Hill, S.W.2. Tulse Hill 1289. [W2037]  
**M** A R S T O N M O T O R C o., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0185/R]  
**C** A S H immediately for good Armstrong Siddeley.—Details please to H. F. Edwards, 200, Great Portland St. London, W.1. Tel. Langham 0012. [W2003]  
**W** A N T E D, Armstrong Typhoon saloon, in good condition.—Particulars to Barclay, 175, Nottingham Rd., Stapleford, Notts. [1813]  
**7** - S E A T E R privately owned 1938/39 Limousines required, also 18hp 1951 52—cash waiting. A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006]  
**P** A S S & J O Y C E, Ltd., London and 5 Home Counties distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Ot. Portland St. W.1. Museum 1001. [0585/R]

## Armstrong Siddeley Spares and Service

**A** R C O T E N G I N E E R I N G, Ltd.  
**A** R M S T R O N G S I D D E L E Y owners, complete overhaul service, 48 hours exchange engine service; prompt guaranteed work by specialists.  
**P** R E S E L E C T O R gear boxes; exchanges, reconditioning.  
**A** r c o t E n g. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501. [0642/R]  
**B** I R M I N G H A M joint distributors; spare parts from 1932.—Frank Moseley (A. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548]  
**H** E N L Y S, Ltd., Cheetham Hill Rd., Manchester, 8. Have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6210-7. [0662/R]  
**P** A S S & J O Y C E, Ltd., London and 5 Home Counties distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the official London Armstrong Siddeley Service Station for all after-sales service and spare parts. Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0760/R]

## ASTON MARTIN

**A** U T O M O B I L I A, Ltd., offers:—  
**1950** Aston Martin DB1, property of R. R. C. Walker, colour light blue with fawn leather. In this car is undoubtedly one of the finest of its type in the country, it was completely reconditioned 1,000 miles ago regardless of cost, this included complete engine overhaul, respray, new hood, Alfin brake drums, etc. The extras included are radio, heater, Trico post horns, Windones, windscreen washers, etc., cost £2,500; will accept £1,995.—Pippbrook Garage, Dorking 5991. [1636]  
**F** R I A R Y M O T O R S, Ltd., offer:—  
**C** H O I C E of 6 second-hand Astons made up of 2 Le Mans, 2 2-litre saloons, 1 Speedmodel and 1 2-litre four-seater coupe.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. [1912]  
**B** R O O K L A N D S, Aston Martin Distributors.  
**S** T O C K and demonstration cars available.  
**B** U Y or sell your car at.  
**103**, New Bond St., London, W.1. Mayfair 8551-6. [C1029]  
**E** X - H O R S F A L L special 2-litre, 2nd Spa 1949, rebuilt throughout, 2.4-seater, duo red, red leather, reupholstered, new hood, tonneau, 1953, 110 m.p.h., handling kilometre 51.6 secs, superlative condition; £725.—Alexander, Baron's Court, Bishop's Ave., N.2. Spe. 2524. [1127]  
**445** ens.—Aston Martin, December 1937, 15.99hp, short chassis, 2.4-seater, duo red, red leather, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6241. [C5018]

## Aston Martin Cars Wanted

**R** O W L A N D S M I T H 's, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]  
**C** H A R L E S F O L L E T T, Ltd., official Rolls-Royce and Bentley repairers and retailers.  
**S** E R V I C E, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-7-8. [W2010]  
**A** S T O N M A R T I N cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. [0197/R]  
**B** A R L E T T will pay more for good Aston Martins.—27a, Pembroke Villas, W.11. Bayswater 0523. [W1013]  
**R** E Q U I R E D, good used Aston Martin.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [W2000]  
**H** I L L I N G D O N M O T O R S are interested in buying Aston Martins.—325, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. [W2062]

## Aston Martin Spares and Service

**F** R I A R Y M O T O R S, Ltd.  
**A** S T O N M A R T I N main dealers  
**S** O L E suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. [0198/R]

## AUSTIN SEVEN

**G** E N U I N E L Y original 1939 Big 7 for sale, new tyres, 20,000 only, guaranteed.—Bayswater 2949. [C1042]

## AUSTIN SEVEN

**A** L L - W E A T H E R M O T O R C o.  
**L** A R G E stock of Austin cars.  
**L** O N D O N 's dependable motor traders.  
**W** E offer a wide selection.  
**E** V E R - C H A N G I N G stock.  
**A** L L makes bought and sold.  
**T** R A D E R S welcomed.  
**H** I R E purchase—immediate delivery.  
**E** V E R Y enquiry dealt with promptly.  
**R** E M E M B E R!! Tel. Edgware 3610 (4 lines). [0587]

**1937** Austin 7 Ruby de luxe saloon, amazing condition for the year, £135; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960.  
**R** O Y S offer for £39 deposit, 25/- p.w. 18 months, choice of Austin Big 7 4-door saloon and 1937 Austin 7 2-seater, privately owned; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059]

## Austin Seven Cars Wanted

**R** O W L A N D S M I T H 's, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN A30

**R** A Y M O N D W A Y.  
**R** A Y M O N D W A Y, of Kilburn.  
**R** A Y M O N D W A Y, The Hire-Purchase specialists.  
**1953** Austin A30 saloon, fitted with heater and seat covers, 2,500 miles only; 499 guineas.  
**H** I R E purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.  
**R** A Y M O N D W A Y, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

**N** E W N H A M S, Ltd.  
**1953** Austin A30 saloon, grey, heater, 1,500 miles; £525.  
**N** E W N H A M H o u s e, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024]

**C** M I. C A R S A L E S (Pri. 6625) offer:—  
**1953** Austin A30 saloon, heater, low mileage, tax d.; £495.  
**T** H R E E months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

**A** 30 saloon, new, unregistered, immediate delivery; terms, exchanges.—Home and Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0297-9. [1161]  
**£495**—1953 (June) Austin A30 saloon, colour grey, fitted heater, 3,000 miles, taxed; also new and second-hand A40 saloons.—Whitby of Acton, Ltd., 275, Acton Vale, London, W.3. She. 5555. [1641]

## Austin A30 Cars Wanted

**R** O W L A N D S M I T H 's, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN EIGHT

**R** A Y M O N D W A Y.  
**R** A Y M O N D W A Y, of Kilburn.  
**R** A Y M O N D W A Y, The Hire-Purchase specialists.  
**1947** Austin 8 4-door saloon, original paint-work, brown leather upholstery, a really immaculate car, one owner only; 529 guineas.  
**H** I R E purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.  
**R** A Y M O N D W A Y, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

**1946** Austin 8 saloon, one owner; £295; 5 months' guarantee; terms and exchanges.  
**J** A C K W I L L I A M S M O T O R S, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

**1947** Austin 8, positively immaculate; £325.—Kirkdale Cars, Cobbs Corner, Sydenham 6129. [C2098]

**1946** Austin 8hp 4-door saloon, blue, total mileage £2,000, in excellent order throughout; £295.  
**L** Y N E F R A N K & W A G S T A F F, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058]

**1947** Austin 8 saloon, 4 doors, one owner, grey, carefully maintained; £335.—Promenade Motors, 479, Green Lanes, Palmers Green, London, N.15. [1697]

## Austin Eight Cars Wanted

**C** M I.  
**T** H E C A R M A R T, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R]

**P** R I V A T E L Y owned Austin 8.—5, Brice Court, Kingston Hill, Surrey. Tulse Hill 2766. [W2057]

**R** O W L A N D S M I T H 's, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN TEN

**A** N D O V E R M O T O R C o., Ltd., offer:—  
**1939** Austin 10 saloon in black (coachwork as 1947 model); £315.—Andover Hants. Tel. 3405. Open week-ends (Sundays inspection only). [C1003]

**1939** Austin Cambridge saloon, immaculate condition, an exceptionally fine specimen; £275.  
**W** E S T L O N D O N M O T O R S, 205, Fulham Palace Rd., W.6. Ful. 0066. [1632]

**1937** Austin 10 (Sept.) Cambridge saloon, excellent condition, bargain; £215.—1, New St., Godmanchester, Hunts. [1805]

**£275**—1939 Cambridge, very nice condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2031]

**1946** Austin 10 saloon, excellent, recon. engine guaranteed; £525; payments.—Vaughan, 17 Astwood Mews, S.W.7. Fro. 1319. [C4038]

**£225**—1939 Austin Cambridge 4-door saloon, genuine bayann.—G.P. (Baltham), Ltd., 2c Baltham Hill, S.W.12 (100 yds. Clapham South Tube). Oat. 1107-8-9. [C2024/1]

**£89**—1934-5 Austin 10 2/4-seater, excellent condition, bargain.—G.P. (Baltham), Ltd., 2c Baltham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2024]

**J** D A V Y offers 1946 Austin 10 sliding roof saloon, in extremely good condition, at £365.—180-184, Kensington High St. (Western 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1068]

**£189**—1937-8 Austin 10, Cambridge de luxe saloon, excellent condition; choice of two.—G.P. (Baltham), Ltd., 2c Baltham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2024/2]

**£395**—1946 Austin 10, 26,000 miles, black, brown leather upholstery, original condition, unmarked; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2031/1]

**R** O Y S offer very clean 1934 Austin 10 saloon; £39 deposit, £1 p.w. 1 year, or £79 cash; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059]

**1937** Austin 10 drop head four-seater coupe, one owner, new hood, new batteries, brakes re-lined, excellent smart little car, black and brown leather, taxed and year, £165.—White Hall, Shepherdswell, Nr. Dover, Shep. 237. [1670]

## Austin Ten Cars Wanted

**C** M I.  
**T** H E C A R M A R T, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955/R]

**R** O W L A N D S M I T H 's, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**R** E A L L Y good second-hand Austin 10 required.—Cobb, 30, Harley House, N.W.1. [W1096]

## AUSTIN A40

**D** I C K S.  
**1951** A40 saloon, one owner, unmarked; £550.  
**D** I C K S C A R S A L E S, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. [C1072]

**A** C R E S offer:—  
**1951** A40 saloon, dove grey, many extras, well kept; £550.  
**A** C R E S A U T O S, Ltd., 156-158, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A]

**A** C R E S offer:—  
**1951** Austin A40s, grey with blue Dunlop upholstery, all small mileage, heater, sun roof, from £550.  
**1952** Austin Somerset, 7,000 miles only, heater fitted; £645.  
**A** U S T I N A 40, beige, fawn leather, heater, one owner only; £500.  
**A** C R E S A U T O S, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-3. [C1092]

**C** A R M A R T, Ltd.  
**L** O N D O N distributors.  
**1953** Austin A40 Somerset saloon heater, 6,000 miles; £695.  
**1953** Austin A40 Somerset saloon heater, 10,000 miles; £675.  
**1948**—49 Austin A40 Devon saloon, 19,000 miles; £450.  
**C** A R M A R T, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059]

**N** E W N H A M S, Ltd.  
**1952** (October) Austin A40 sports, heater, low mileage, one careful owner.  
**N** E W N H A M H o u s e, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024]

**G** A T E R H O U S E offer:—  
**1951** Austin A40 Devon saloon, black, heater, one owner, excellent condition; £555.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 5144. [C2021]

**R** O U N D A B O U T offer:—  
**1953** (July) A40 saloon de luxe, fitted with heater and loose covers, fawn with red upholstery, 3,000 miles only; £725.  
**R** O U N D A B O U T G A R A G E, Western Ave., Greenford Middx. Wuxlow 1071-5. [C5058]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A40

**B. J. HUNTER, Ltd., offer:—**  
**1953** Austin A40 Somerset coupe, 5,000 miles only, fitted heater, loose covers, etc.; £795.  
**1952** A40 coupe, very fast, exceedingly low mileage; £675.  
**B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 5305. (C2046)**

## OVERSEAS CARS, Ltd., offer:—

**1953** Austin A40, sports, beige, one owner, 5,000 miles, excellent throughout; £770.  
**OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge S.W.5. Tel. Kensington 7475. (C3051)**

## PHILIP RICKARDS, Ltd., offer:—

**1950** Austin A40 Devon saloon, green, 17,000 miles, heater covers.  
**1952** Austin A40 Somerset saloon, 14,000 miles, radio, heater, beige, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (C3051)

## CHARLES RICKARDS, Ltd., offer:—

**1953** (May) Austin A40 Somerset saloon, finished black, fitted heater, 6,000 miles, taxed, one owner; £675.  
**1953** (July) Austin A40 Somerset coupe, finished grey, fitted heater, one owner, 2,700 miles, taxed, as new; £645.  
**A** L80 a good selection of genuine low mileage cars, offered with our 3 months' guarantee.  
**56** Baywater Rd., W.2 (next door Lancaster Gate Tube Sta., 3 mins. from Marble Arch). Pad. 1820. (C3050)

## C.M.I. CAR SALES (Pri. 6623) offer:—

**1953** Austin Somerset, black, sliding roof, heater, taxed; £645.  
**THREE** months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

**1952** Austin A40 convertible, radio, heater; £665. —Below.

**1949** Austin A40, one owner; £495.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

**1952** Austin A40 Somerset, lawn, heater, low mileage; £685.  
**1950** (January) Austin A40 Devon, black, heater; £525.—Halls (Finchley), Ltd., Odson Parade, North Finchley, London, N.12. Tel. Hillside 1044. (C1493)

**1951** Austin A40 saloon, one owner, immaculate condition; £545.—Below.  
**1950** Austin A40 saloon, one owner, excellent condition; £495.—Below.

**1949** Austin A40 saloon, one owner, recellulosed, perfect condition throughout; £445; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

**AUSTIN A40 Somerset saloon, registered August, 1952, heater, one owner; £625.**  
**GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (C3023)**

**1952** (Nov.) Somerset A40, genuine mileage 7,000, heater, one owner; £515.—Lee Green 0564. (C1854)

**£485**—Austin A40 1949 4-dr. sln., original condition, exceptionally good performance, clean interior, many others.  
**BEST MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges; h.p. (C1017)**

**£575**—A40 sports 1952, 17,000, perfect condition, cream.—The Tower, Rainhill, Lancashire. Tel. 335. (C1863)

**1951** (Oct.) A40, mileage 19,000, one owner, heater, sun roof, steering change, as new; £555.—Lee Green 0564. (C1855)

**1953** Austin A40 saloon, black, 11,000 miles; £625.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (C1076)

**AUSTIN A40 sports, November, 1952, green, 10,000 miles, perfect condition, undereased, heater, other extras; £690.—Pri. 5962, evenings. (C1800)**

**495gns**—Austin A40 1951 Devon saloon, black, leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

**445gns**—Austin A40 1950 Devon saloon, grey, sliding head, leather, heater, one owner, excellent condition; choice of four A40s; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**1953** Austin A40 drop head coupe, 2,800 miles; £660.—Hillinden Motors, 325, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. (C2062)

**1949** Austin A40, one owner, black, radio, heater, immaculate; £475.—Jack Pomeroy (Autos), 395, Hendon Way, N.W.4, Hendon 1423-4. (C3063)

**1952** A40 Somerset saloon, beige, radio, heater, loose covers, 8,000 miles, full warranty; £640.—Hascins, Ladbroke 1155. (C3027)

**1951** Austin A40, s/roof, 17,000 miles, one owner; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5670. (C1014)

**1953** Somerset (May), 4,000 miles only, unmarked, black, red leather, heater sliding roof, loose covers; £665.—Laburnum 4667. (C1409)

**1950** A40 saloon, excellent condition, heater; £525.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. (C1023)

**1949** Austin A40 saloon, plus, one owner; £465.—Cox's Motors, 11-15, Conduit St., Leicester. Tel. 60319. (C1069)

**1952** Austin A40 Somerset, beige, heater, one owner; £635.—Vandervella, 215, Haverstock Hill, N.W.5. Primrose 4441. (C4037)

## AUSTIN A40

**1951** Austin A40 Devon 4-door saloon, black, one owner, sunshade roof, heater, 479, Green Lanes, Palmers Green, London, N.13. (C1691)

**1953** (June) Somerset coupe, mileage 2,800, heater, private; £675.—Bedford 66067. (C1706)

**1952** (Dec.) Somerset saloon, sunroof, heater, negligible mileage, one owner, really immaculate; guaranteed; £660.

**FULL** Austin range on view.—H. A. Saunders, Austin House, 144, Golders Green Rd., N.W.11, Speedwell 9011. (C4004)

**1953** Somerset, registered this week, under 500 miles, sunshade roof, heater, would exchange for larger post-war car.—Details to Box 1591. (C1845)

**1950** A40 Devon saloon, one owner, excellent condition, guaranteed; £485, exchanges, terms.—Palmer, 5, Russell Gardens Mews, Kensington, W.14. Park 9704. (C3054)

**WALTER SCOTT, Ltd.**—1949 Austin A40 Devon, blue, heater, excellent condition; £425.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. (C4006)

**1951** Austin A40 sun saloon, one owner, beautiful condition both mechanically and in appearance; £525.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. (C2014)

**1951** (Oct.) Austin A40 Devon saloon, s.c. change, grey, heater, sun roof, 13,000 miles, quite exceptional condition; £575.—C. A. Feto, Ltd., 42, North Audley St., W.1. May. 3051. (C3043)

**1952** (November) Somerset, blue sunshine saloon, heater and loose covers, genuine mileage 8,000, immaculate throughout; £675.—Campbell Symonds, Wembley 6262. (C1037)

**1952** Austin A40 Somerset saloon, heater, one owner, immaculate condition, spare unused; £595.—R. S. Mend (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

**1952** model A40 sun saloon, unconditionally guaranteed 12,000 miles, immaculate condition; 55gns.; terms, exchanges.—Home and Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 087-9. (C1862)

**1952** (October) A40 Somerset, heater, radio, loose covers, rubber mats, spotlight, etc., low mileage, excellent condition; £625.—S.F.S. Motors, Kingston-By-Pass, Esher. Tel. Kimberbrook 3000. (C2004)

**1952** (July) Austin A40 Somerset saloon, black ownership car, recommended with written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (C2001)

**£625**—1952 Somerset, 9,000 miles, one owner, unmarked, fitted heater; also December, 1951, G.S.III Devon, low mileage, in new condition; £550; terms, exchanges.—G. & Hall, Ltd., 302, King St., Hammermith, W.6. Riverside 2881. (C2031)

**1950** (August) Austin A40 saloon, genuine 18,000 miles only, one owner, finished dark green, brown leather, heater, taxed December, as new; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. (C3016/1)

**1951** (Jan.) Austin A40 saloon, 15,000 miles only, heater, spotlight, tailored covers, taxed December; £550; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (C3018)

**£475**—An Austin A40 Devon 4-door saloon, equipped with numerous costly extras, including heater, twin windscreen demisters, Lucas Flamethrower, base, light, chromed mellowtone horns, coachwork finished in most attractive pastel shade, cellulose is entirely original and shows unmistakable signs of the careful attention bestowed on its upkeep; this car was purchased locally and we are aware that it has been expertly maintained by its previous owner so that its mechanical condition is equal, if not superior, to its general appearance; this car is one of 12 A40 saloons available in our showrooms, nearly all of which are one-owner cars; 400 other cars available—see "Guide to the Show" full-page advert. in this issue.

**CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 32041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)**

## Austin A40 Cars Wanted

THE

CAR MART Ltd.

**AUSTIN cars REQUIRED immediately.**

**MAKE your enquiries to**

**AUSTIN House, 297, Euston**

**ROAD, London, N.W.1.**

**TELEPHONE: Euston 1212.**

10957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash

**prices for Austin A40.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)**

**SOMERSET or A40 saloon, 1952-53, wanted.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. (C1643)**

## AUSTIN TWELVE

**AUTOMOBILIA, Ltd., offers:—**

**AUSTIN 12/4 Dec., 1946, 4-door de luxe sunshine saloon, black, brown hide, one owner, excellent condition; £395.—Pippbrook Garage, Dorking 369. (C1637)**

**H. A. SAUNDERS, Ltd., offer:—**

**1946** Austin 12 saloon, black with brown leather upholstery, heater; £435.  
**836**—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

**1946** Austin 12 saloon, well above average condition, 3 months' guarantee; £395.  
**C & W MOTORS, Ltd., Queen's Head Garage, East End Rd. N.3. Finchley 6236 (5 lines). (C1061)**

**AUSTIN 12 1939 saloon, entirely reconditioned, immaculate; nearest £280.—Palmer Green 1356. (C1624)**

**1946** Austin 12 saloon, in beautiful condition; £395.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pol. 2100. (C1613)

**£55**—1929 Austin 12 tourer, good mechanical condition, particularly suitable conversion.—Harrow 0687. (C1699)

**1937** Austin 12-4, black with brown leather upholstery, engine overhauled; £175.—Macaulay (C1002)

**1939** Austin 12, privately owned, absolute specimen, an unrepeatable car; £275; 3 months' guarantee; terms and exchanges.

**JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)**

**£295**—1939 Austin 12 with special 4-door cabriolet bodywork, absolutely magnificent throughout; 3 months' guarantee, hire purchase, exchanges.

**LAMBS Finchley Showrooms, 421-423, High Rd., L. Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)**

**£215**—1939 Austin 12 Ascot saloon, resprayed, excellent interior, mechanically very good.—Exchanges, Boys Automobiles, Ltd., 127, Parkway, W.1. Wimbledon 4255. (C2067)

**£165**—Will purchase one of the finest Austin Heavy 12/4 saloons that we have had; 1955/6 model, cost over £300 when new and never wears out; 5 months' guarantee; hire purchase, exchanges.

**LAMBS Finchley Showrooms, 421-423, High Rd., L. Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)**

**ROY'S offer the most attractive and original 1939 Austin 12/4 saloon available; £295; h.p. and exchanges.—Boys Automobiles, Ltd., 127, Parkway, W.1. (near Camden Town Tube Station), Euston 2700 and 8894. (C3059)**

**395gns**—Austin 12 1947 saloon, black, brown leather, one owner, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## Austin Twelve Cars Wanted

THE

**THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (C3016/1)**

**ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)**

## AUSTIN SIXTEEN

**R. F. FUGGLE, Ltd.**

**AUGUST, 1948, guaranteed mileage 27,000, owned by one family since new, radio and heater, chassis and coachwork splendid; £535.**

**R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1665. (C2017)**

**H. A. SAUNDERS, Ltd., offer:—**

**1947** Austin 16 saloon, black with brown upholstery, heater; £450.  
**836**—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

**1948** Austin 16 de luxe saloon, heater, one owner, excellent condition; £455.

**REYS MOTORS, Ltd., 73-75, Albany St., N.W.1. Euston 6994. (C1702)**

**HEARSES, Austin 16hp. Brand new early delivery brochures posted write**

**ALPE AND SAUNDERS (COACHBUILDERS) LTD. A Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. (C1758)**

**1947** Austin 16hp, colour black, exceptional condition; £390.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 161/2. (C4051)

**1948** Austin 16 saloon, magnificent, guaranteed; £385; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4039)

**1948** Austin 16hp saloon, black, brown leather, heater; £435.—Vandervella, 215, Haverstock Hill, N.W.5. Primrose 4441. (C4057)

**1948** Austin 16 saloon, in magnificent condition; £480.—L. F. Dove, Ltd., 68, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

**£425**—1947 Austin 16, 28,000 miles, one owner, terms and exchanges.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. (C1028)

**1948** Austin 16 saloon, black/brown leather, heater, excellent condition; £460.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (C4063)

**1948** Austin 16 sun saloon in superb condition, interior like new, genuine bargain at £445.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN SIXTEEN

NAYLOR & ROOT.—1949 Austin 16, sun roof, black/brown, heater, seat covers, immaculate condition; £465; written guarantee—25, East Hill, Clapham Junction, S.W.11. Tel. 2252. [C1062]

1948 (Jan.) Austin 16hp de luxe saloon, black with brown leather, fitted heater, perfect; £425.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1400]

HEARSE (unregistered) Latest 6-Bearer streamline Deluxe Coachwork, also 4-Bearer full Deck, laviah equipment, outstanding value. £1,295. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1]

ROYS offer a specimen 1947 Austin 16 saloon, privately owned and works maintained; £395; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. [C3059]

1948 Austin 16 de luxe sun saloon, genuine 27,000 miles only, private owner; finished black, radio, heater, taxed December; £475; trade enquiries welcomed.—Motocars (London), Ltd., 67, North Rd., East Finchley Station, N.2 Tudor 2301-2. [C3016]

HIRECAR Limousine (registered August 1953), partition, forward occasional, leather, genuine mileage 560, unblemished, opportunity. £995. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

## Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [1955 R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

HIRECAR Limousines urgently required, cash buying. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN limousine hire cars required by Huggins & Axels, 2, Churchill Grove, Wallasey, Cheshire, State price and year. Wallasey 2211. [1801]

## AUSTIN A70 &amp; A90

ACRES offer:—

1951 Austin A90 saloon, black, unmarked and as new; £650.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2, Tulse Hill 1909. [C1002A]

CAR MART, Ltd.

LONDON distributors.

1951 Austin A70 Hereford saloon, heater, 12,000 miles; £625.

1951 Austin A70 Hereford saloon, heater, 18,000 miles; £575.

1952 Austin A90 Atlantic saloon, radio, heater, 21,000 miles; £695.

1950 Austin A90 Atlantic convertible, radio, heater, 11,000 miles; £635.

CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1, Euston 1212. [C1059]

H BEART &amp; Co., Ltd., offer:—

1952 Austin Hereford saloon, fitted radio and heater, beautifully maintained by one owner since new, outstanding value at £650.—102, London Rd., Kingston-on-Thames, Tel. 3348. [C1061]

H A. SAUNDERS, Ltd., offer:—

1949 Austin A70 saloon, grey with grey upholstery, heater, recorded mileage 29,430; £485. 842, High Rd., N.12, Hillside 5272 (6 lines). [C2027]

1952 Austin Hereford saloon, beige, £695.

1951 Austin Hereford saloon, blue; £625.

1950 Austin Hampshire saloon, black; £550.—Gordon Cars (London), Ltd., 375, Euston Rd., London, N.W.1, Eua. 6611. [C2023]

JANUARY, 1951, Austin A70, blue/blue leather, 18,000 miles; £495.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd. Enfield, Tel. Enfield 3150. [C1075]

1952 Austin A90 saloon, black, red leather, 14,000 miles, as new; £775.—Below.

1952 (October) A90 saloon, blue, 13,000 miles, one owner, radio and heater; £795.

RIPCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1, Hyde Park 2952-4. [C3052]

1952 (March) A90 grey saloon, as new, 6,650 miles; £725.—Larkwood 8677. [19496]

NEW Austin A70 saloon, black, sunshine roof, heater, immediate delivery; list price.—J. Fricker, Ltd., Park 5077. [C2016]

1950 Austin A70 Hampshire, black, 1-be owner, good condition; £525.—W. J. Sands, Burnham (Bucks) 84. [1879]

1952 Series Austin A70 saloon, one owner, 10,000 miles; £640.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

## AUSTIN A70 &amp; A90

1952 Austin A70 Hereford saloon, beige with brown leather, very well maintained; £695.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022]

5000 miles, 1953 Austin A70 saloon, black, one owner driver; bargain price £750.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076]

4000 miles only, 1953 Austin A70 saloon, rad. & htr., £795.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2, Temple Bar 3568. [C1027]

1952/3 Austin A70, black, 2,000 miles, genuine; £740.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2312. [C4019]

1950 Austin A90 convertible, power operated hood, excellent condition with many extras, 28,000 miles; £550.—Antrobus, 115, Wentworth Rd., Harborne, Birmingham. [1749]

1950 A70, green beige leather, sliding roof, heater, radio, Humberbushers, low lamp reversing lamp, excellent condition; £565.—R. J. Motors, Ltd., Bromley, Ravensbourne 3456-7-8-9. [1795]

£650.—October, 1951, Hereford, 22,000 miles, one owner, black, brown hide, heater, unmarked; terms, exchanges.—G. & H. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2881. [C2031]

1953 Austin A70 saloon (choice of two), as new, complete with heaters, taxed, mileage only 3,000 (each); £775.—E. W. Stone, Ltd., Station Garage, Bradford-on-Avon, Wilts. Tel. 3215. [1730]

1953 Austin A90 saloon, black, beige leather, fitted radio and heater, 3,000 miles, as new, taxed; £795.—Windmill & Lewis, Ltd., 11-15, Merchants Rd., Clifton, Bristol, 8, Tel. Bristol 35021. [1827]

£595.—1950 Austin A90 saloon, cream, black leather, radio, heater, low mileage, very delightful car, guaranteed.—Kings Motors, 1, High St., Hounslow, Tel. 3532. [C2049]

1951 (May) Austin A90 Atlantic saloon, 23,900 miles, one driver, black, reconditioned engine, heater, very good condition; nearest £650.—Estates Dept., 17, Park Lane, W.1, Hyde Park 3154. [1698]

OWNER of 1953 A70, every possible extra, 6,000 miles, immaculate condition, wants exchange for Mark VII Jaguar, essential low mileage and immaculate; cash difference.—Holiday Camp, North Bay, Scarborough. [1751]

1952 Austin A90 Atlantic saloon, blue with grey upholstery, radio, heater, 17,000 miles only, all new tyres, taxed, one owner only; £785.—R. S. Mead (Sales), Ltd., 43 Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

1953 (April) Austin A70 saloon, low mileage, one ownership car, finished black with brown leather, absolutely immaculate; written guarantee, £765, terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey, Tel. Ewell 5101. [C2002]

!!! Exceptional opportunity: A70 Hereford saloon, heater, unconditionally guaranteed, 7,500 miles, used only 9 months, indistinguishable from new; 555ens; terms, exchanges.—Hime and Overseas Motors, 160, Finchley Rd., N.W.3, Hampstead 0087-9. [1860]

## Austin A70 and A90 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [10553/R]

PRIVATELY owned A70.—S. Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2057]

FULL value paid for A70 or similar.—54, Streatham Hill, S.W.2, Tulse Hill 2676. [W5016]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## AUSTIN EIGHTEEN

LIMOUSINE 1937, partition, forward occasional, leather, wonderful condition, certified mechanically, black, £295. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

## Austin Eighteen Cars Wanted

C

THE CAR MART, Ltd., London distributors wish to

purchase Austin 18 cars.—297 Euston Rd., N.W.1, Euston 1212. [10556/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

7-PASSENGER privately owned 1957/58/59 Limousines. Also Saloons, urgently required, cash waiting. A & S, 2 Providence Court, North Audley Street, Mayfair-2941. [W1006]

## AUSTIN A125 &amp; A135

WM WELBECK MOTORS, Ltd., proudly offer:—

1950 Princess, 22,000 miles, black with brown hide, radio, heater, new tyres just fitted, whole car virtually as new; £900.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 3991 (6 lines). [C4049]

CAR MART, Ltd.

LONDON distributors.

1951 Austin A125 Sheerline saloon, 25,000 miles; £275.

1950 Austin A125 Sheerline saloon, 38,000 miles; £695.

1950 Austin A135 Princess saloon, 25,000 miles; £875.

CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1, Euston 1212. [C1035]

H A. SAUNDERS, Ltd., of Worcester.

1952 Austin Sheerline saloon, black with beige leather, 9,000 miles only; £995.

AUSTIN House, Worcester, Tel. 2368. [C4005]

GUY SALMON AUTOMOBILES offer:—

1953 (Oct.) Austin Sheerline saloon, black, beige leather, works mileage 200 only; at a saving of nearly £500 under current list £1,575.

1952 Austin Sheerline saloon, black, beige leather, 7,000 miles from new, one owner, virtually as new condition; £1,050.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

HEARSE Shireline complete Brand new immediate delivery, brochures posted please write ALPE AND SAUNDERS (COACHBUILDERS) LTD, A Head Office Hearses Enquiries, Station Approach, Kew Gardens, Richmond 1161. [19722]

1953 Austin Sheerline saloon, 365 miles only, black with beige upholstery; £1,585.—W. J. Sands, Burnham (Bucks) 84. [1879]

1949 Austin Sheerline saloon, heater, radio, a magnificent car; £700, terms, exchanges.—Tel. Reliant 5071. [1719]

1950 Austin Princess, black, immaculate condition; £925.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1, Tel. Euston 5226 (3 lines). [C1050]

1949 (November) black Sheerline saloon, radio and heater, genuine mileage 29,000, immaculate throughout; £675.—Campbell Symonds, Arnold 2246. [C1057]

1949 Austin Sheerline saloon, black, beige hide, heater, radio, beautiful car, excellent condition; £725.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035]

1951 (June) Austin Princess saloon, radio, heater, etc.; list price £2,365; accept £1,150.—Green & Zonis, Ltd., 246-252, Denngate, Manchester, 3, Tel. Denngate 3325-6. [C2026]

1953 Austin A135 Princess saloon, new, shop soiled only, colour black, unregistered, works mileage only, reasonable offer wanted.—Lankaster Ena. Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151. [1774]

1950 Sheerline saloon, grey, grey hide, sun roof, radio, heater, small mileage, unblemished throughout, first-class mechanical condition; £735; 3 months written guarantee; free after-sale service; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube), Finchley 0052-53. [C4065]

LIMOUSINES 1951/1952, selection partitioned Sheerline, forward occasional, leather also cloth, low mileage unblemished carriages, competitive prices. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1009]

## Austin A125 and A135 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [10552/R]

SHEERLINE required, preferably one owner, moderate mileage; full particulars and lowest price.—Box 1359. [18655]

URGENTLY wanted for immediate use, three Austin A125 Sheerline limousines.—Golly's Garage, Earl's Court Rd., S.W.5, Fre 6373. [18619]

## Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

AUSTINS wanted.—Smith's 88 Chalk Farm Rd., N.W.1, Qui 2767. [10822/R]

MARSTON MOTOR Co for your Austin.—Tel. Sta 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3212, 3213, 3214, 3215, 3216, 3217, 3218, 3219, 3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3236, 3237, 3238, 3239, 3240, 3241, 3242, 3243, 3244, 3245, 3246, 3247, 3248, 3249, 3250, 3251, 3252, 3253, 3254, 3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 3293, 3294, 3295, 3296, 3297, 3298, 3299, 3300, 3301, 3302, 3303, 3304, 3305, 3306, 3307, 3308, 3309, 3310, 3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320, 3321, 3322, 3323, 3324, 3325, 3326, 3327, 3328, 3329, 3330, 3331, 3332, 3333, 3334, 3335, 3336, 3337, 3338, 3339, 3340, 3341, 3342, 3343, 3344, 3345, 3346, 3347, 3348, 3349, 3350, 3351, 3352, 3353, 3354, 3355, 3356, 3357, 3358, 3359, 3360, 3361, 3362, 3363, 3364, 3365, 3366, 3367, 3368, 3369, 3370, 3371, 3372, 3373, 3374, 3375, 3376, 3377, 3378, 3379, 3380, 3381, 3382, 3383, 3384, 3385, 3386, 3387, 3388, 3389, 3390, 3391, 3392, 3393, 3394, 3395, 3396, 3397, 3398, 3399, 3400, 3401, 3402, 3403, 3404, 3405, 3406, 3407, 3408, 3409, 3410, 3411, 3412, 3413, 3414, 3415, 3416, 3417, 3418, 3419, 3420, 3421, 3422, 3423, 3424, 3425, 3426, 3427, 3428, 3429, 3430, 3431, 3432, 3433, 3434, 3435, 3436, 3437, 3438, 3439, 3440, 3441, 3442, 3443, 3444, 3445, 3446, 3447, 3448, 3449, 3450, 3451, 3452, 3453, 3454, 3455, 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3466, 3467, 3468, 3469, 3470, 3471, 3472, 3473, 3474, 3475, 3476, 3477, 3478, 3479, 3480, 3481, 3482, 3483, 3484, 3485, 3486, 3487, 3488, 3489, 3490, 3491, 3492, 3493, 3494, 3495, 3496, 3497, 3498, 3499, 3500, 3501, 3502, 3503, 3504, 3505, 3506, 3507, 3508, 3509, 3510, 3511, 3512, 3513, 3514, 3515, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526, 3527, 3528, 3529, 3530, 3531, 3532, 3533, 3534, 3535, 3536, 3537, 3538, 3539, 3540, 3541, 3542, 3543, 3544, 3545, 3546, 3547, 3548, 3549, 3550, 3551, 3552, 3553, 3554, 3555, 3556, 3557, 3558, 3559, 3560, 3561, 3562, 3563, 3564, 3565, 3566, 3567, 3568, 3569, 3570, 3571, 3572, 3573, 3574, 3575, 3576, 3577, 3578, 3579, 3580, 3581, 3582, 3583, 3584, 3585, 3586, 3587, 3588, 3589, 3590, 3591, 3592, 3593, 3594, 3595, 3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3609, 3610, 3611, 3612, 3613, 3614, 3615, 36



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Austin Miscellaneous Cars Wanted**  
HATTONS will buy all post-war Austin models, distance no object.—Lord St., Southport Tel. 2268 [0788/R  
**WEYBRIDGE AUTOMOBILE, Ltd.**, the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233 [0541/R  
**CASH immediately for good Austin.**—Details please to H. F. Edwards, 88 Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W4001

## Austin Spares and Service

**FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.**—Vimbleton Motor Works, Ltd. Main Parts Stockists, 29, High St., S.W.19 Wim 0125 [0414/R  
**NORMAND, Ltd.**  
**MODERN equipment handled by a skilled staff ensures good service.**  
**NORMAND, Ltd.**, 405-9, King St., W.G. Riv. 3665. [0226

**G. NORMAN & Co.**  
**AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.**—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/H  
**THE CAR MART, Ltd.**  
**LONDON distributors: spare parts for all model cars and trucks.**  
**THE CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.8 (Ealing 6717); and 352, Streatham High Rd., S.W.16 (Streatham 7751). [0180/R  
**FOR Austin spares and replacement units.**—Sands, Burnham, Bucks 84. [0505/R

**AUSTIN 7 spares, any year, any part; largest stockists in U.K. exchange units.**—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R  
**AUSTIN 7 spares.**—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balm Hill, S.W.12. Battersea 3290/3769. [0488/R  
**AUSTIN parts and components for cars, vans and commercial vehicles.**—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Feltham, Middlesex. Tel. Feltham 4274-5. [0599/H

**PRYNN & STEVENS, Ltd.**, the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

**BENTLEY (3½, 4½-litre and New 4½-litre)**  
**H. R. OWEN, Ltd.**  
**LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:**  
**1953** 4.6 sports saloon, large boot, midnight blue with beige hide, 5,000 miles; £3,250.  
**1952** 4.6 sports saloon, large boot, velvet green with brown hide, 16,000 miles; £3,750.  
**1952** 3.6 sports saloon, large boot, black with tan hide, 16,000 miles; £3,750.  
**1951** Mk. VI standard steel saloon, black with two-tone blue hide, 37,000 miles; £2,950.  
**1950** Mk. VI H. J. Mulliner sports saloon, black with beige hide, 4,900 miles only; £4,400.  
**1950** Mk. VI standard steel saloon, dark grey with pale blue hide, 32,000 miles; £2,500.  
**1949** Mk. VI standard steel saloon, black with beige hide, 58,000 miles; £2,350.  
**1948** Mk. VI standard steel saloon, green with brown hide, 67,000 miles; £1,995.  
**1947** Mk. VI standard steel saloon, black and heron with brown hide, 52,000 miles; £1,995.  
**1939** overdrive Park Ward sports saloon, black and grey with grey hide; £1,450.  
**1939** overdrive H. J. Mulliner high-vision 2-door sports saloon, two-tone grey; £1,495.  
**1938** 4½ Park Ward sports saloon, black with brown hide; £1,250.  
**1934** brown hide; £725.  
**WE** are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.  
**H. R. OWEN, Ltd.**  
17, Berkeley St., London, W.1. Tel. Mayfair 9050. [C3052

**RIPPON**  
**RIPPON**  
**RIPPON BROS., Ltd.**  
**THE Northern Bentley specialists offer the following cars in first-class condition.**  
**1949** (Jan.) Mark VI standard steel saloon, black with blue leather upholstery, mileage 24,000; price £2,000.  
**1951** (Feb.) Mark VI standard steel saloon, green with tan leather upholstery, mileage 31,944; price £3,250.  
**1953** (July) standard steel saloon, grey with blue leather upholstery, mileage 5,000; price £4,000.  
**FOR further details apply to**  
**RIPPON BROS., Ltd.**, Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0908/R

**SCOTT CARS offer:**  
**1947** Bentley standard steel saloon, perfect example; £1,825.  
**SCOTT CARS, Ltd.**, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

## BENTLEY (3½, 4½-litre and New 4½-litre)

**JACK BARCLAY, Ltd.**  
**EXCLUSIVELY for Rolls-Royce and Bentley.**  
**LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.**  
**EXAMPLE.**—1952 4½-litre standard steel saloon, painted blue and upholstered in brown hide, speedometer reading 15,000 miles; price £3,550.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1062

**ACRES offer:**  
**1950** (October) Bentley Mark VI 30,000 miles only, radio and heater, very carefully maintained car; £2,700.  
**ACRES AUTOS, Ltd.**, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

**Ltd., offer:**  
**PB 1938** 4½-litre Bentley (L.S.) Park Ward sports saloon, dark blue, dark blue leather.  
**1936** 3½ Bentley (P.B.) Freestone & Webb mitred-edge sports saloon, black, pale blue leather.  
**PADDON BROS.**, 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C5053

**JACK OLDING, Ltd.**  
**OFFICIAL Bentley and Rolls-Royce retailers, offer from their stock:**  
**1952** 4½-litre large bore standard steel saloon, two-tone grey, one owner, 19,500 miles; £3,590.  
**1951** (Aug.) 4½-litre large bore standard steel saloon, black, 19,000 miles; £3,250.  
**1951** 4½-litre standard steel saloon, 28,000 miles, one owner; £3,050.  
**1951** 4½-litre four-door coupe by Park Ward, power-operated head, 37,000 miles, one owner; £2,975.  
**1949** 4½-litre 2-door Countryman saloon, grey/painted wood, 38,000 miles; £2,650.  
**1949** 4½-litre standard steel saloon, black/beige leather, one owner; £2,350.  
**AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030**

**RUSSELL MOTORS offer:**  
**1938** L.S. Series 4½ Bentley Park Ward saloon, exceptional mechanically, black with blue leather.  
**1936** 3½-litre Mulliner 4-door sports saloon, excellent history, fitted H.M.V. Radiomobile.  
**ANY trial or examination.**  
**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, 47, Sloane St., S.W.1. Sloane 9288. [C3060

**SWANMORE GARAGE offer:**  
**1946** Bentley Speed 6 saloon; £365.  
**1939** Bentley 4½ Mark VI saloon; £2,595.  
**1951** Bentley 4½ Mark VI saloon; £3,275.  
**EXCHANGES or terms.**  
**SWANMORE GARAGE, 1176-1180, Chichester Rd., Bournemouth, Bournemouth. Tel. Southbourne 43544. [C4024**

**TAYLOR & CRAWLEY offer:**  
**1949** Bentley (D.Z.) 4½-litre P.S.C. saloon, 32,000 miles, most attractively finished in dual colour; £2,395.  
**1949** Bentley (E.Y.) 4½-litre drop head coupe by Park Ward, power operated, 15,000 miles only, one owner, immaculate; £2,995.  
**33** Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [C4036

**MANN EGERTON & Co., Ltd.**  
**1953** Bentley 4.6-litre sports saloon, velvet green, beige leather, sun roof, heater and radio, 2,000 miles only, in immaculate condition and indistinguishable from new; £4,250.  
**1951** Bentley Mk. VI steel saloon, velvet green and grey, grey leather, sun roof, heater and radio, 50,000 miles, serviced by accredited agents, superb condition; £3,175.  
**1951** Bentley Mk. VI steel saloon, black, fawn leather, sun roof, heater and radio, 20,000 miles, serviced by accredited agents, superb condition; £2,950.  
**MANN EGERTON & Co., Ltd.**  
**OFFICIALLY appointed Bentley retailers, 14, Berkeley St., London, W.1. Hyde Park 2073. [C2006**

**WADHAM BROS., Ltd., offer:**  
**1953** Bentley steel saloon, finished black with red leather upholstery, 700 miles, in new condition; advantageous price.  
**1952** Bentley Mark VI steel saloon, big bore, special dual colour scheme of silver grey and black, exceptional one-owner car in practically new condition, 14,000 miles; £3,400.  
**AUTOMOBILE House, Banister Rd., Southampton. Tel. 2991. [1852**

**R. C. WIMBUSH, Ltd., offer:**  
**1952** (May) Bentley Mark V big bore standard saloon, velvet green, brown hide upholstery, beautifully maintained, Bentley history; £3,475.  
**312**, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

**MASCOT MOTORS Ltd., offer:**  
**1937** (Oct.) 4½-litre K.T. Series Freestone & Webb razor-edged sports saloon, good history and condition; £2,550.  
**MASCOT MOTORS Ltd.**, 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C3007

## BENTLEY (3½, 4½-litre and New 4½-litre)

**CAR MART, Ltd.**  
**1953** Bentley H. J. Mulliner lightweight 4-door sports saloon, black, 4,000 miles; £3,250.  
**1951-2** Bentley 4½-litre standard steel Mark VI saloon, black, big engine, 10,000 miles; £2,950.  
**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3435. [C1059

**PHILIP RICKARDS, Ltd., offer:**  
**1951** Bentley Mark VI Standard Steel saloon, 15,700 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051

**H. M. BENTLEY & PARTNERS, Ltd., offer:**  
**1937** 4½-litre Bentley 4-door drop head coupe, 27,000 miles.  
**9** Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

**DAENHAM MOTORS, Ltd., offer the following car.**  
**1934** Bentley 3½-litre Park Ward sports saloon, black, recently completely overhauled.  
**56** Park Lane, W.1. Hyde Park 4866, 374, Ealing Rd., Alington, Middlesex. Pertvale 5388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

**LOXHAMS Rolls-Royce & Bentley Showrooms, Fishergate, Preston, Tel. 4245.**  
**Offering the following carefully selected Bentley motor cars for sale, terms part-exchange.**  
**1950** Bentley Mark IV standard steel saloon, one owner only from new, genuine mileage 40,659, a truly immaculate car, finished black with brown hide upholstery, radio, etc., guaranteed and strongly recommended at the attractive price of £2,775.  
**1949** Bentley Mark VI standard steel saloon, with beautiful mountain blue with brown hide upholstery, radio, etc., in exceptional condition and most competitively priced at £2,595.  
**1949** Bentley Mark VI drop head coupe by Park Ward, one owner only from new, supplied and serviced by us solely, genuine mileage 55,000, power operated hood, colour black with beige hide upholstery, radio; this lovely coachbuilt coupe is offered for sale at £2,895.  
**1947** Bentley Mark VI standard steel saloon, one owner, supplied and serviced solely by us, genuine mileage 55,000 finished black with brown leather at £2,150. [C2064

**CHARLES POLLETT, Ltd. Accredited Rolls-Royce & Bentley retailers and repairers, offer:**  
**1953** Bentley Mark VI Big Bore, large boot model, Tudor grey, 7,500 miles only, in perfect order, loose covers since new, fully serviced; £3,975.  
**1951** Bentley Mark VI Standard Steel saloon with bench-type adjustable front seat incorporating disappearing division, colour grey with red leather, one owner, 33,500 miles, comprehensive checkover just completed, ideal dual purpose car for business man; £2,575.  
**1949** Bentley Mark VI 4-door sports sal., by H. J. Mulliner, black, one owner, 25,000 miles only (genuine), this superb car offered at £2,850. [C2010

**OFFICIAL Retailers & Repairers.—18, Berkeley St., W.1. Mayfair 6266.**  
**SERVICE Works & Stores.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5958. [C2010**  
**1951** (June) Bentley saloon, 13,500 miles.—Weybridge 600. [C4025

**Chipstead Motors, Ltd.—See our advertisement under "Sports Cars."** [C1046  
**1934** 3½-litre Bentley, close-coupled coupe body by Mulliner, black, 4,590 miles. [C3038  
**PARSONS & PARSONS (GARAGES), Ltd.**, Potter St., Harlow, Potter St. 121. [C3038

**1938** Bentley 4½-litre tourer (Vanden Plas), one owner, small mileage; any trial or examination.—1177.  
**BENTLEY 3-litre Speed model, 1925, fitted 1939 drop head coupe coachwork, converted wheels, all new tyres; £150; terms, part exchanges.**  
**R. J. SEARLE, 26, Queen's Gate Mews, Kensington, E.8. W.7. Tel. Western 5225 before 10 a.m. and after 5 p.m. [1763**

**1935** 3½-litre Bentley Park Ward saloon, black, blue leather, radio, sunshine roof; £750.—J. Fricker, Ltd., Park 5077. [C2016  
**1952** 4½ standard steel saloon, 22,000 miles, one owner, works maintained immaculate condition.—Tel. Fre. 3691. £3,400. [1891

**BENTLEY Mk. VI latest-type steel saloon, registered but unused, £4,195.—Sidney Marcus, Ltd. 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3066**  
**£895.**—4½-litre saloon, run 5,800 miles since £525 repair at makers, receipts shown.—Lawson Goodman, 36, North Audley St., W.1. [C2022

**EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. [5361**  
**1935** Rolls-Bentley 3½ Park Ward sports saloon, probably the finest example in the country; £695.—For full details telephone Tulse Hill 1905. [C1002A

**BENTLEY 4½, 4-door sports saloon, immaculate order; guaranteed 6 months; reasonable price.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4681. [C1067**  
**1953** Bentley standard steel saloon, large bore, large boot, very small mileage; exchanges entertained.—Loxhams Rolls-Royce and Bentley Showrooms, Fishergate, Preston, Tel. 4245. [C2064-1

**ROSE & YOUNG, Ltd., offer 1937 Bentley 4½-litre Park Ward saloon, black, 5595.—62-69, Sternhold Ave., Streatham Hill, S.W.2. (One minute Streatham Hill Station). Tulse Hill 6464. [C5057**



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BENTLEY (3½, 4½-litre and New 4½-litre)

**1936** Bentley 4½-litre Thrupp & Maberly saloon, exceptionally good mechanical condition, tyres and paintwork; £875.—Garage Service Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 4411. (C2019)

**1951** (May) Bentley standard steel saloon, black with beige leather, mileage 21,000, all new India tyres, taxed; this car is in original condition and unmarked; £2,900.—Below

**1936** 4½ Bentley 2-door saloon by Barker, black, green, radio, taxed, good tyres, any examination; £585.—Below

**1936** 3½ Bentley 4-door sports saloon, taxed, good tyres; £425.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431. (C3011)

**CAMDEN MOTORS** for Bentleys.—Amongst our stock of 400 cars we have a few carefully chosen pre-war Bentleys—see our "Guide to the Show" full page advert in this issue and write or phone for full details to: **CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. (C1035)

**1935** 3½ Park Ward d.h.c., recently re-coloured by P.W., beautiful appearance and condition, two owners, full Bentley history, H.M.V. radio, taxed; £795.—Rozel, Otford, Kent. Tel. 38. (1754)

**1934** Bentley 3½-litre black Park Ward saloon, loose covers and wireless, private owner wants to sell this exceptional car which has always been maintained in perfect condition; £900, or near.—Box 1516. (1672)

**1941** (Feb.) Bentley Mark V, 4-door sports saloon, black, by Park Ward, I.F.S. and overdrive, radio and heater, in excellent condition throughout.—R. G. R. Guion, Staunton Grange, Notts. Tel. Loughborough 212. (1704)

**1952** (May) Bentley Mark VI big bore standard steel saloon, black and silver grey, immaculate, certified 3,900 miles; £3,700.—Cranmore Brothers, Ltd., 473, Hagley Rd., Birmingham. Tel. Bearwood 2311. (1655)

**1949** Bentley standard steel saloon, grey with grey leather, genuine 30,000 miles; £2,250; also 1937 4½ Thrupp & Maberly saloon in outstanding condition; £1,150.—E. D. Abbott, Ltd. (official Bentley retailers), Farnham, Surrey. Tel. 6282. (1656)

**1935** (July) Bentley 3½-litre Park Ward sports 4-door sun saloon with ride-control, H.M.V. radio, heater, loose covers, spotlamp, taxed December; trade enquiries welcomed; £2,675.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (C3018)

**JACK ROSE, Ltd.**, offer: 4½ Bentley 4-door razor-edge saloon by Freemans & Webb, in black and red hide, interior almost unmarked, radiator and all right parts silver plated, car 3½ Bentley history, accept £1,025.—Stanford Rd., Wallington, Surrey, Wallington 6677-8. (C3056)

**1948** (November) Bentley Mark VI standard steel saloon, grey with grey upholstery and loose covers, radio and heater, recently completely overhauled and re-coloured by Bentleys at cost of nearly £500, total mileage 51,000; £2,050.—W. P. Maidens, Sleaford, Lincs. Tel. 135. (1705)

**1935-6** Bentley 3½-litre Park Ward Sportsmans saloon, this car is without doubt one of the most attractive examples in existence, the colour scheme is black and grey with blue leather interior with carpets to match, all of which are unmarked, the performance is exactly as it should be for a Bentley, fitted new battery, excellent tyres, taxed, open to any examination, fitted H.M.V. radio and heater; £575; similar car to above but not quite so immaculate; £575. **MAIDSTONE ENGINEERING CO.**, Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3000)

**£1199**—Magnificent Bentley 4½, special Thrupp & Maberly 4½-seater drop head coupe, of nearly 1940, this vehicle was abroad, supposedly owned by royalty, and was first registered in England 1946, now owned by our director who, having personally supervised a £450 overhaul, has just completed 3,000 miles tour in Europe, this car is magnificent and faultless and has one of the prettiest bodies we have seen, reluctantly selling due to domestic problems; 3 months guarantee; hire purchase; exchanges.

**LAMBS, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

**SUPERB 1956** (August) Bentley 4½, fitted with 5 beautifully aligned pillars 4-door sports saloon by Vanden Plas, luxuriously equipped with sliding roof, built-in radio, heater and demisters; Norel fog lamp, wheel discs, etc., finished in a delightful shade of dark green with green leather and pile carpets to tone; this really outstanding example has a beautiful performance and must be seen to be appreciated; it is offered with every confidence, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 3012. (C2003)

**1938** Sports 4-door Park Ward 4½-litre Saloon (history available), leather, excellent throughout, black, exceptional value; £1045.

**S**PORTS 4-door 3½/1933 H.J.M. Saloon, leather, boot (ESKO Derby overhaul), exceptionally attractive, history available, opportunity. £525. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1036)

## BENTLEY (PRE 1931)

**PERFORMANCE CARS**—Good selection always available, written guarantee.—See under "Sports Cars". (C3041/R)

**BENTLEY** 4½-litre tourer, beautiful and original condition, full details and history; £365.—Archibald Woodland Drive, Pledwick, Wakefield. (1686)

## Bentley Cars Wanted

**C**THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3454. (0958/R)

## Bentley Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

**BENTLEY** wanted.—Valentine 4674 after 6 p.m. (W2018)

**BENTLEY** saloon, Mark VI, wanted privately.—Write Nutt, Bancroft Farm, Abington, Cumb. (1953)

**BARTLETT** will pay more for good Bentleys.—27a, Pembroke Villas, W.11. Bayswater 0523. (W1013)

**BENTLEY** Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner Tel. 360

**ADVERTISER** seeks for own use post-war drop head coupe Bentley or comparable vehicle.—Box 1592. (1846)

**REQUIRED**, good used Bentley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. Tel. 477. (W2000)

**CASH** immediately for good Bentley.—Details please to H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. (W2059)

**L**ATE 1952 Mark VI steel saloon, low mileage.—Full details to Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. (W1012)

**HATTON MOTORS, Ltd.**, Birmingham, will buy or part exchange your 3½ or 4½-litre Bentley.—71, Broad St. Midland 2457. (10557/R)

**WEYBRIDGE AUTOMOBILES, Ltd.**, officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. (10540/R)

## SUPPLY &amp; DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

**WE** will buy or part exchange your Bentley for a new one.—Luxham Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. (W2064)

**BENTLEY** 4½-litre saloon, 1947-9 model, wanted quickly, preferably under 30,000 miles.—Adams, 665, Durham Rd., Gateshead-on-Tyne. Tel. 75532. (1644)

**WE** are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. (00662/R)

**R. S. MEAD (SALES), Ltd.**, are interested in purchasing any post-war Bentley cars.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (W3011)

**TAYLOR & CRAWLEY** will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. (W4036)

**WANTED**, Bentley Mark VI, 1949-1953 drop head coupe preferred but saloon considered.—Please state fullest details and lowest cash price to Mr. A. R. Clay, 21, King St., Southwell, Notts. (1629)

**JACK OLDING & Co., Ltd.**, officially appointed retailers and repairers, are interested in the purchase of good used cars, Service in the heart of Mayfair, Tel. Mayfair 5242. Audley House, North Audley St., W.1. (W5030/R)

**CHARLES FOLLETT, Ltd.**—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. (10992/R)

## Bentley Spares and Service

**JACK BARCLAY, Ltd.**, Largest official repairers Bentley cars. Servicing or overhaul. COACHWORK renovations and accident work. LARGE stocks of spares.

**WORKS**, Lombard Rd., Merton, S.W.19 (close 8th Wimbledon Tube). Liberty 7222 (8 lines). (81982/R)

## Bentley Spares and Service

**CHARLES FOLLETT, Ltd.**, officially appointed retailers and repairers. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. SPARE parts.

**S**ERVICE: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. (10993/R)

**A**L spares and replacements for pre-war Rolls-Royces: full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. (10490/R)

## B.M.W.

**1936** B.M.W. 2-4-seater close-coupled drop head coupe, £225.

**PARSONS & PARSONS (GARAGES), Ltd.**, Potter St., Harlow, Potter St. 121. (C3036)

**£295**—B.M.W. 12 drop head foursome coupe 4 interior, 1937, many others.

**BENMOTORS, Ltd.**, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. (C1017)

## Bond Minicar Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Bond.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**PRIDE & CLARKE, Ltd.**, the Bond Minicar buyers: H.P. accounts settled exchanges.—Stockwell, S.W.9. Brixton 6251. (10543/R)

## Bond Minicar Spares and Service

**RAYMOND WAY** for Bond Minicar repairs, spares and service under Bond trained service manager. No job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

**RAYMOND WAY**, of Kilburn. (10827/R)

## BRITISH SALMON

**BRITISH SALMON** 12hp sports saloon, superb condition, 70 m.p.h., 28 m.p.g., oil negligible, spares obtainable; nearest £195.—Combes, 90 Nevill Ave. Hove. (1741)

## BRISTOL

**L. F. WARD, Ltd.** New Bristol 403 from stock.

**1952** 401 saloon, radio and heater, 7,000 miles, colour cream.

**1948** 400 L.H.D., one owner since new, radio and heater.

**L. F. WARD, Ltd.**, Orange Road Garage, Grange Rd., Thornton Heath, Tel. Thornton Heath 3347. London office: Mayfair 0146. (C4045)

**£1000** under cost price.

**1952** (April) Bristol 401 saloon, one owner, colour green, Exco radio, twin speakers, heater, tailored cloth seat covers, special mats, oil radiator, screen washer, Marchal fog lamp, over £100 worth extras, this car has been most carefully maintained and driven since new; guaranteed total mileage 12,000; £1,975.

**1951** Bristol 401 saloon, just fitted with 403 modifications, one owner, total mileage 39,000, black, grey leather, always maintained by us; £1,725. **A.F.N., Ltd.**, London Rd., Isleworth, Middlesex (Hounslow 0011). (C2015)

**KEVILL, DAVIES & MARCH, Ltd.** Official Bristol retailers.

**41**—42, Hay's Mews, Berkeley St., W.1. Gros. 2561. (C2054/R)

**\*\*** Chippedata Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

**UNIVERSITY MOTORS, Ltd.**, guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (10618/R)

**1950** Bristol 401 saloon, fitted with heater and radio, excellent condition throughout; £1,550.—Ashall, 211, Tarbrock Rd., Hutton, Nr. Liverpool. Tel. Hutton 3732. (1664)

## Bristol Cars Wanted

**B. J. HUNTER, Ltd.** For immediate purchase of your Bristol.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

**BARTLETT** will pay more for good Bristols.—27a, Pembroke Villas, W.11. Bayswater 0523. (W1013)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**CASH** immediately for good Bristol.—Details please to H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

**A.F.N., Ltd.**, will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London, Rd., Isleworth, Middx. (Hounslow 0011). (10476/R)

## BROUGH SUPERIOR

**BROUGH SUPERIOR**, heater, radio, twin spots, new tyres, specimen condition; offers.—Randle, S. Beecroft Rd., Priory, Dudley, Wores. (1602)

## B.S.A.

**£199**—10hp 2-seater, 1940, superb.—Value Cars, East Sheen Prospect 7520. (1562)

## B.S.A. Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## B.S.A. Spares and Service

**BASIL ROY, Ltd.**—B.S.A. (Bout model) spares comprehensive stock, who, and retail.—161, Gt. Portland St. W.1. Langham 7735. (10144/R)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BUGATTI

**A** CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A. Welwyn 481-2-3, offer:—  
**57S** rebuilt regardless of cost and registered 1950, 2-seater sports, winner of many races, genuine 15mph. double in traffic, fitted with 4 B.U. carburetors, in faultless order. £495. [C1001]

**B**UGATTI 46 partitioned sportsman's saloon, specimen car, only one of its type; £565.—25a, Gambier Ter., Liverpool. [1663]

**D**ISMANTLED ready for inspection, splendid vintage car, 53hp saloon in extraordinary condition: £350.—Lennon Burton Londale Rd., London, N.W.6. [0670/R]

**J** LEMON BUCKTON, Bugatti service, Londale Rd., Kiburn, N.W.6. Maida Vale 1351. [0071/R]

## BUICK

**S**IMPSON'S offer:—

**RHD** 1951/52 Buick 4-door saloon, radio, heater, all extras, black, 7,000 miles. [C1001]

**1952** Buick 2-door saloon, radio, heater, all extras, grey, low mileage. [C1001]

**1947** Buick convertible, radio, all extras, interior red leather, cream, moderate mileage. [C1001]

**S**IMPSON'S MOTORS (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley, 8691/3905. [C4015]

**TAYLOR & CRAWLEY** offer:—

**1949** Buick Super jet black sedanette, 24,000 miles only, one owner, radio, heater, £1,175. [C1001]

**1949** Roadmaster with Riviera power operated convertible, maroon/black leather, radio, heater, very good condition throughout; £1,175. [C1001]

**33** Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. [C1001]

**1951** Buick 4-door saloon, right-hand drive.—Below.

**RHD** 1947 Buick, radio and heater, colour black. [C1001]

—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C1001]

**B**UICK fixed head foursome coupe, Sept. 1939, maintained exclusively by concessionaires; £250, no offers.—Taylor, 724, High Rd., Tottenham, N.17. Tot. 8657. [1625]

**£195**—Drop head foursome coupe Buick, one owner, 1938, excellently smart coachwork; exchange smaller car.—45, Shirehall Park, N.W.4. Hendon 1948. [1786]

**C**AMDEN MOTORS for Buicks.—51hp Viceroy Super Eight saloon, April, 1940, fitted built-in radio, heater, American loose seat covers, overriders, steering column gear change, etc., a handsome stately car in excellent allround condition, recent mechanical overhaul include reconditioning of gear box, etc.; £345. [C1001]

**L**SO two 1939 Viceroy saloons from £315.

**C**AMDEN MOTORS for Buicks.—We offer one of the very rare Super Eight (51hp) Carlton foursome drop head coupes, late pre-war series 1939-40, with gears on steering column, right-hand drive and upholstered throughout in best quality English leather, coachwork, interior, hood and all six tyres are excellent, mechanical condition even more outstanding, equipped with built-in radio, wing mirrors, etc., this coupe cannot fail to appeal to discerning purchaser; £365. [C1001]

**C**AMDEN MOTORS for Buicks.—Also a Super Eight right-hand drive coupe with special Fisher bodywork at £285. [C1001]

**C**AMDEN MOTORS for Buicks.—Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. 400 cars in stock—see "Guide to the Show" full page advert in this issue. [C1035]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers.—Wembley 8691/3905. [W4015/R]

**J**OE THOMPSON (MOTORS), Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

**S**OUTHERN AIRCRAFT (GATWICK), Ltd. (Crawley 811), require Buick, not later than 1951. [18993]

**M**ETCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064]

**C**ASH immediately for good Buick.—Details please to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

**7**-SEATER private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

**S**OLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [10504/R]

**B**UICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Egar 7911. [10141/R]

## CADILLAC

**S**IMPSON'S offer:—

**1951**—52 Cadillac 4-door saloon, Hydramatic, radio, all extras, black, 16,000 miles. [C1001]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015]

**M**ETCALFE & MUNDY, Ltd.,

**1952** Cadillac convertible, 6,000 miles, literally as brand new. [C1001]

**280** Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

**1946** Cadillac, best offer.—8, J. Barton, Bawtry [1603]

**1950** 31 Cadillac 4-door saloon, radio, heater, Hydramatic drive.—Below.

**C**ADILLAC limousine, 1938/9, handy shift gear, one owner, 27,000 miles, specimen car; £775.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C1028]

## Cadillac Cars Wanted

**S**OUTHERN AIRCRAFT (GATWICK), Ltd. (Crawley 811), require 1949 Cadillac. [9892]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3905. [W4015/R]

**J**OE THOMPSON (MOTORS), Ltd., require Cadillac.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

**M**ETCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064]

**S**OLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [10004/R]

**C**ADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Egar 7911. [1012/R]

## Cadillac Spares and Service

**C**ADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Egar 7911. [1012/R]

## CHEVROLET

**S**IMPSON'S offer:—

**RHD** new Chevrolet saloon, 4-door, radio, heater, all extras, black, 1,900 miles. [C1001]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015]

**M**ETCALFE & MUNDY, Ltd.,

**CHEVROLET** 1950 saloon, one owner, 25,000 miles, heater, radio, as new throughout. [C1001]

**1952** Chevrolet de luxe saloon, 8,000 miles, all extras. [C1001]

**280** Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

**B** J. HUNTER, Ltd., offer:—

**1950** Chevrolet de luxe saloon, immaculate condition, fitted heater, covers, etc.; £895. [C1001]

**B** J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Oldstone 6305. [C2040]

**1949** Chevrolet Styleline 4-door saloon, radio and heater, R.H.D. £1,195. [C1001]

**C**HOICE of other Chevrolets in stock. [C1001]

**B** RITISH & COLONIAL MOTORS, Ltd., Distributors for London and Home Counties, 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

**1939** Chevrolet saloon, grey, per. con.; £185, o.n.o.; h.p. terms if necessary.—Tel. Mea. 3862, after 6 p.m. [9955]

**RHD** Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4020]

**1948** Chevrolet de luxe estate car, 35,000 miles, one private owner; £995.—Taylor & Crawley, 35, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [C4036]

**C**HEVROLET Cars Wanted

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3905. [W4015/R]

**M**ETCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064]

**B** RITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R]

**C**HEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R]

## CHRYSLER

**S**IMPSON'S offer:—

**RHD** 1951-52 Chrysler Windsor saloon, radio, heater, all extras, black, low mileage. [C1001]

**1949**—50 Chrysler New Yorker saloon, radio, heater, all extras, black, 23,000 miles. [C1001]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015]

**R** H.D. 1951-2 Chrysler Windsor sedan, fluidomatic transmission.—Valentine 4674 after 6. [C2018]

**1936** Chrysler Windsor saloon fitted free wheel and overdrive, bargain; £110.—Macaulay 2211. [C1002]

**C**HRYSLER Imperial limousine, 1939, in original condition throughout; £375.—Hither Green 2156. [1770]

**1952** Chrysler Windsor de luxe, right-hand drive, 9,000 miles; £2,500.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

**£165**—1957 Chrysler Wimbledon de luxe saloon, overdrive, black, hide interior, excellent runner; 265 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6430. [C1024]

**S**OUTHERN AIRCRAFT (GATWICK), Ltd. (Crawley 811),—1951-52 Chrysler Windsor de luxe, 12,000 miles, right-hand drive; hydramatic; as new; in beautiful condition; £2,150. [9894]

**1950** Chrysler Windsor saloon, fluid drive, radio and heater. R.H.D.; £1,595.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

**C**HRYSLER Cars Wanted

**A**UTOSALES (LONDON), Ltd.

**C**HRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555-2153. [10643/R]

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**7**-PASSENGER 1938/39 required, privately owned, details please, cash waiting. Alpe & Saunders, Providence Court, North Audley St., Mayfair 2941. [W1006]

## Chrysler Spares and Service

**A**UTOSALES (LONDON), Ltd.

**C**HRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555-2153. [10495/R]

**C**HRYSLER Specialists, comprehensive spares, engines and exchange units for all models. [C1001]

**C**HURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Te. Hadleigh Essex 57271. [9864]

**C**HRYSLER Specialists, repairs spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2235. [10361/R]

## CITROEN

**C**AR MART, Ltd.

**1948** Citroen Light 15 saloon, heater, 24,000 miles; £495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**H** W. MOTORS, Ltd., offer:—

**1949** (model) Citroen Light 15, finished black, beige leather upholstery, fitted many extras, nominal mileage; £555. [C1001]

**1952** (model) Citroen Light 15 de luxe, finished black, beige leather upholstery, sunshade roof, loose covers and many extras, moderate mileage; £675.—H. W. Motors, Walton-on-Thames 2504-5-6. [C2042]

**C**HARLES FOLLETT, Ltd., offer:—

**1949** (Dec.) Citroen Big 6 cylinder, right-hand drive saloon, sun roof, green, beige upholstery, radio, heater, one owner, 24,000 miles; £595. [C1001]

**18** Berkeley St., W.1. May. 6266. [C1001]

**S**ERVICE works and stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010]

**J**OHAN S. TRUSCOTT, Ltd., for Citroen.

**O**NLY first-class examples are offered. [C1001]

**P**RESENT stock includes several post-war saloons at to-day's lower prices. Examples: 1947 Light 15, £395; 1948 Light 15, £425; 1949 Light 15, £495. [C1001]

**O**FFICIALLY appointed Citroen Agents.

**N**EW models from stock. [C1001]

**E**XCHANGES deferred terms.

**J**OHAN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035]

**R**ICHARDS & CARR, always best value. [C1001]

**1951** (reg.) Citroen 6-cylinder l.h.d. saloon, black, heater, demisters; £375. [C1001]

**1949** (September) 6-cylinder saloon, gunmetal, sliding roof, one owner; £595. [C1001]

**1948** Light 15 de luxe saloon, recent engine and transmission overhaul, smart, black, £495. [C1001]

**35** Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

**W**AVERTREE GARAGE, Ltd., Citroen Distributors, Chiswell Pkwy., Liverpool, 15. [C1001]

**1951** Citroen Light 15 saloon, black, red leather, one owner, extra; £595. [C1001]

**1950** Citroen Light 15 saloon, black, tawn leather, one owner; £575. [C1001]

**1949** Citroen Light 15 saloon, maroon, red leather; £550. [C1001]

**A**L in excellent condition throughout, exchanges welcomed. H.F. terms available.—Tel. Chiswell 2311 & 12. [1577]

**W**ORTHINGTON MOTOR CO., Ltd., for Citroen sales, spares service.—Tel. Worthington 71. [C1001]

**1953** (July) Light 15 full de luxe, under 1,000 miles; £795.—Mansfield Autos, Ltd., Euston 2587. [C3001]

**595** ens.—Citroen Light 15, late 1951, sports saloon, gunmetal, sliding head, leather, one careful owner; terms, exchanges.—Rowland Smith, below. [C1001]

**395** ens.—Citroen Light 15, 1947 sports saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list open 3-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**£70** deposit or £210.—1959 Citroen Light 15 saloon, guaranteed.—Oldfields 386, Kennington High Gate, S.W.14. Western 661-9414. [C3029]

**£245**—1936 Citroen Light 15 saloon de luxe, excellent throughout, taxed—11, View Rd., Highgate, N.6. Mountview 7477 (after 6 p.m.). [1818]

**F**OR sale, Citroen, 1948, perfect mechanical condition, engineer maintained; £500 or offer.—B. Finney, 10, Fieldgate Rd., Bishop Cleeve, Nr. Cheltenham, 1805. [C1001]

**1950** Citroen Light 15 de luxe saloon, 23,000 miles, in most immaculate condition throughout, fitted radio, heater, black, red leather interior a really beautiful example; £560. [C1001]

**M**ADSTONE ENGINEERING CO., Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000]

**M**AY, 1950, Citroen Light 15 saloon 17,000 miles, as new; best over £525; many extras.—B & M. Garage, Ltd., 42a, St. Michael's St., Paddington, W.2. Padd. 6877. [1761]

**R**OSE & YOUNG, Ltd., offer 1952 Citroen Light 15, low mileage, fitted extras, grey; £665.—65-69, Stenhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057]

**O**OO 1948 Citroen Light 15, black, brown interior, fitted radio, this car has been maintained in magnificent condition in every way and is a genuine bargain at £465; hire purchase, exchanges. [C1001]

**H**AROLD WEBB MOTORS, Ltd., 765-7, Romford Rd., Manor Park, E.12. Ilford 3151. [1924]

**1947** Citroen Light 15 saloon, black, red leather, appearance and mechanical condition equal to a 1953 model; £450; 3 months' written guarantee, service after-sale, exchanges, deferred.—Harold Smith, Ltd., 397-401, High Road, East Finchley, N.2 (at North Circular Cross Road, 3 minutes trolley, East Finchley Tube). Finchley 0052-53. [C4065]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## CITROEN

**1951** 15hp Citroen saloon, 27,000 miles, black and red, taxed, £675.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C4057)

**HINDHEAD MOTOR WORKS, Ltd.**, offer: 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner, excellent condition throughout, £735; 1950 model Light 15, green with beige upholstery, one owner, £595; 1949 Citroen Light 15, black with red upholstery, £495; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 665. (C2061)

## Citroen Cars Wanted

**CITROEN** cars wanted for cash or part exchange by the Citroen specialists and stockists, The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 665. (W2061)

**THE CAR MART, Ltd.**, wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. (0172/R)

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Citroen.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**ACE SERVICE STATION (LONDON), Ltd.**, The Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed. (W1000/R)

**NORTH Circular Rd., Stonebridge Park, N.W.10**, East 5585 (5 lines). (W1000/R)

**CITROEN** in good condition for cash.—Tel. Valentine 4674 after 6 p.m. (W2018/R)

**REQUIRED**, good used Citroen.—O. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 18. (W2000)

**CITROEN**—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. (W4035)

**CITROEN** cars wanted for cash or part exchange by the Citroen specialists and stockists, The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 665. (W2061)

## Citroen Spares and Service

**SOUTH of the Thames**, BALENS of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 5131-2. (0187/R)

**THE HEADINGLEY MOTOR & ENG. Co., Ltd.**, 8, Oley Rd., Leeds, 6. Tel. 52627-8. (0061/R)

**WIDCOMBE GARAGES, Ltd.**, Pulteney Rd., Bath 48-48, Citroen parts, reconditioned drive; trains 48-hr. service. (9096)

**SHRIMPSTON'S MOTORS, Ltd.**, London Distributors, Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464. (0106/R)

**SPARES and service**—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. 8,000 5490. (0727/R)

**WOODFORD CAR MART**, Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. (0200/R)

**CITROEN**—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Beckenham 725. (0746/R)

**BOWES ROAD GARAGE & ENGINEERING CO., Ltd.**, Bowes Rd., N.11 (Bow 2264); specialists in Citroen body repairs and mechanical overhauls, survive joints reconditioned 48-hr., all spares stocked. (0585/R)

## CONNAUGHT

**1953** Connaught 2-seater sports, 1,330 miles, amazing bargain, £745.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

## CORD

**SWANMORE GARAGE offer**—

**1937** Cord supercharged saloon; £495.

**1937** Cord supercharged d.h. coupe; £475

EXCHANGES or terms.

**SWANMORE GARAGE**, 1176-1180, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 43544. (C4024)

## CROSSLEY

**1936** Crossley Regis 10hp saloon, well maintained, any trial; £150.—Boyd, 4, Echo Rd., Longniddry. (1750)

## DAIMLER

**CAR MART, Ltd.**

**1951** Daimler 2½-litre special sports drop head coupe, radio, heater, 10,000 miles; £1,375.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1039)

**R. F. FUGGLE, Ltd.**

**1951** Daimler Consort saloon, genuine mileage 4,000, fitted radio, colour blue; £1,335. Tel. R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. (C2017)

**MASCOT MOTORS, Ltd.**, offer:

**1939** 4-litre Straight Eight Daimler with special Freestone & Webb semi razor-edged sports saloon body, an exceptionally pretty car in excellent condition, price £485.

**MASCOT MOTORS, Ltd.**, 237-243, Kensal Rd., Ladbrook Grove W.10. Ladbrook 1251-2. (C3007)

**CASE'S MOTOR MART**—1939 Daimler 2½-litre saloon, blue, unblemished, genuine 40,000 miles, written guarantee.—S. Warren St., W.1. Euston 4110. (C1040)

## DAIMLER

**GUY SALMON AUTOMOBILES offer**—

**1953** (August) Daimler Conquest saloon, silver grey, red leather, H.M.V. radio and numerous other extras, a virtually new quality car and a saving of approximately £200; price £1,595.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

**STRATSTONE, Ltd.**, Daimler distributors.

**DAIMLER 2½-litre** Empress by Hooper (1952), steel grey with maroon leather, maintained as new, £2,950.

**DAIMLER 2½-litre** special coupe by Barker (1951), duo grey with red leather, low mileage, most attractive, £1,495.

**DAIMLER 2½-litre** Conquest saloon (1953), maroon with red leather, low mileage, as new; £1,595.

**DAIMLER 2½-litre** Consort (1951), black with red leather, low mileage, £1,050.

**DAIMLER 2½-litre** saloon (1950), black with green leather, most attractive; £975.

**DAIMLER 2½-litre** saloon (1948), black with red leather, in good condition throughout; £750.

**DAIMLER 4½-litre** limousine, blue with cloth to rear, roomy 7-passenger, in excellent condition; £2,500.

**STRATSTONE**, 40, Berkeley St., W.1 (Mayfair 4404). Service 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). (C4022)

**A. CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts, Welwyn 481-2-3, offer.

**1951** Daimler special sports coupe, body by Barker, finished maroon, beige leather upholstery, H.M.V. radio, heater, overdrive, speedo reading 18,000 miles, one owner, immaculate; £1,495.

**1947** Daimler 2½-litre saloon, black, red leather upholstery, excellent order throughout; £695. (C1001)

**1953** Daimler Conquest saloon, one owner, black/green leather, 1,500 miles; £1,575.—Below.

**1951** Daimler Consort saloon, black/red leather, heater, radio, loose covers, 21,000 miles, one owner; £995.

**JACK OLING & Co., Ltd.**, Audley House, North Audley St., W.1. Mayfair 5242. (C3030)

**CAMDEN MOTORS** for Daimlers.—Consort and other 2½-litre saloons pre- and post-war. See our "Guide to the Show" full page advert in this issue.

**CAMDEN MOTORS** for Daimlers.—Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. 400 cars in stock. (C1035)

**£250**—1938 Daimler 15 saloon, very carefully used, terms and exchange.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2681. (C2031)

**DAIMLER**, 1938, 2½-litre black sun saloon, heater, radio, taxed 34.0.0, one owner; £775.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. (0962/R)

**£165**—1937 series 2½-litre 17hp Daimler 5-passenger de luxe 4-door saloon, one owner, chauffeur-driven, Exc.'s sale.—Wellow Cottage, Welwyn. (1780)

**DAIMLER 2½-litre** saloon, January, 1950, 27,500 miles, new engine, 15,000 miles at Daimlers, grey, excellent condition; £495 or offer.—Hills Garage, Kensington 4020. (1904)

**595**gms.—Daimler, October 1948 2½-litre de luxe saloon, metallic green, sliding head, red leather, heater, radio, in excellent condition; terms, exchanges.—Rowland Smith.—Below.

**295**gms.—Daimler, 1939 2½-litre de luxe saloon, blue sliding head, blue leather, very good condition; terms, exchanges, list, open 9-7 week-days.

**195**gms.—Daimler New 15, 1937 16.2hp 4-door sports saloon, black, sliding head, leather, discs, good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**1950** Daimler 2½-litre special coupe (Barker body) in black with green trim, regularly maintained and serviced, in excellent condition throughout; £925 o.b.o.—M. Guthrie, Hart St., Henley-on-Thames, Tel. 397. (1775)

**DAIMLER**, For any new model or for help and advice on any already in service, come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker and Ward, Ltd., Cheltenham, Tel. 3814 and 3816. (0865)

**1938** Daimler 17hp saloon, good-looking and sound mechanical condition; £255; 3 months' written guarantee; service after-sale exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular, Cross Road, 3 minutes trolley, East Finchley tube), Finchley 0052-53. (C4065)

**ARCHIE SIMONS & Co., Ltd.**—1938 Daimler E.L.24 7-passenger limousine, colour black, leather front Bedford cord rear compartment, large face forward occasional, which meet; the whole car in immaculate condition, having had one meticulous private owner since new; £550.—94, Gt. Portland St., W.1. Lan. 1343. (C4013)

**LIPOURINE** (outswep tail) 1937 32hp, seating six behind partition, leather, exceptional condition, black, selection from £395. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

## Daimler Cars Wanted

**CHARLES FOLLETT, Ltd.**, official Daimler agents.

**SERVICE, Works and Stores**, Barnside Yard, off Elgin Ave., W.9. Cunningham 5936-7-8. (W2010)

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Daimler.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**7-PASSENGER** 1937 38 39 privately owned E.L.24 also 1938 32hp Limousines required cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

**EL24**—1938, black, all leather (black), facing, forward seats, well maintained; £375.—Pine-lane Garage, Ltd., 261, Wilmslow Rd., M.C. 14, Rusholme 2894. (1122)

## Daimler Cars Wanted

**CASH** immediately for good Daimler.—Details please to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

## Daimler Spares and Service

**DAIMLER** and Lanchester specialists.—Deinam Motors, 17, Atherstone Mews, S.W.7. Western 9541. (1642)

**ARCOT ENGINEERING, Ltd.**—Pres-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. (0236/R)

**CROYDON**—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kiddemister Rd., Croydon 5773. (1068)

**ALLEN'S, Victoria** 575, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Mautala; 6252-4 and 4192. (0460/R)

## DELAGE

**BROOKLANDS**: Individually, new and used cars.

**1951** series Delage D6 saloon, 9,000 miles

**103**—New Bond St., London, W.1. Mayfair 8551-6. (C1049)

**Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." (C1046)

## Delage Spares and Service

**SELBORNE**, World Concessionaires, engine and body repairs; parts supplied.—62, Park St., W.1. (0659/R)

## Delage Spares and Service

**SELBORNE**, World Concessionaires, engine and body repairs; parts supplied.—62, Park St., W.1. (0660/R)

## DELOW

**GORDON GARAGE (DULWICH), Ltd.**, Delow distributors for London and South-Eastern counties.—55-59, East Dulwich Rd., London, S.E.22. New Cross 3704. (0610/R)

## DE SOTO

**SIMPSON'S offer**—

**1951**—52 De Soto station wagon, radio, heater, all extras, green, 12,000 miles. Car Specialists, 345, High Rd., Wembley 8691/3905. (C4015)

## D.K.W.

**B & M GARAGES, Ltd.**, for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sieved cylinder blocks; both items on exchange basis, plus packing etc.; repairs and overhauls our specialty.—B & M Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. (0016/R)

## D.K.W. Spares and Service

**NEW** big-ends and mains fitted to D.K.W. crankshafts.

**C. F. SMITH & Co.**, 83-85, St. John's Hill, Clapham Junction. Bat. 0871. (1966/R)

## DODGE

**CAMDEN MOTORS** for Dodge—26hp steel drop head four-seater coupe, 1939, right-hand steering, equipped with over-drive gear, built-in heater, etc., excellent coachwork and real English leather upholstery in beautiful state of preservation, one of the smartest late pre-war American coupes ever produced, late owner claims petrol consumption of 24mpg; £345.

**CAMDEN MOTORS** for Dodge—Two late pre-war saloons and two seven-passenger limousines, all with overdrive. See our "Guide to the Show" full page advert in this issue.

**CAMDEN MOTORS** for Dodge, Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue 400 cars in stock. (C1035)

## Dodge Cars Wanted

**7-PASSENGER** 1939 39 required, privately owned, details please, cash waiting. Alpe & Saunders, Providence Court, North Audley St., Mayfair 2941. (W1006)

## Dodge Spares and Service

**DODGE** specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh Essex. Tel. 54474/57127. (0192/R)

**DODGE** specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. (0562/R)

## FIAT

**DICKS** 1949 Fiat 500 coupe, o.h.v. engine, really genuine little car; £395.

**DICKS CAR SALES, Ltd.**, 385-401 High Rd., Kilburn, Maida Vale 6888-9. (C1072)

**1940** 500 4-seater convertible, reconditioned engine, heater; £295.

**CLAIRMONTE BROS.**, always have several 500 Fiats from £200-£250; some with reconditioned engines.—Shanklin Rd., London, N.8. Mountview 5225. (C1026)

**Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." (C1046)

**FIAT 500 1939-40** 4-seater, in very good condition, leather; £225.—Elmbridge 2050. (1644)

**1938** Fiat 500, attractive condition; £179.—ford, Middx. Waxlow 2643. (C2057)

**1939** Fiat 500 convertible, sound little car, taxed Dec. £185.—Barn Cottage, Walberton, Arundel, Tel. Eastergate 367. (1721)

**265**gms.—Fiat 1100, 1939 4-door pillarless saloon, black, sliding head, fawn leather, excellent condition, terms, exchanges.—Rowland Smith, below.

**225**gms.—Fiat 500, 1939 model convertible coupe, blue, blue leather, good condition; choice of 3 Fiat 500s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4015)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- FIAT**
- B**ELVEDERE station wagon 500C, 1950-51, 27,000 miles, beautiful condition, owner going abroad; best offer over £500.—Tel. Kensington 4794. (1884)
- 1939** 500, perfect condition. £265; 1938, £225; 1937, £165.—S. & S. Motors, 165a, Westbourne Grove, W.11. Baywater 1444. (1716)
- C**. ROSEMER, the Fiat Specialist.—1951 500C Belvedere station wagon, 15,000 miles, one owner, showroom condition; 1939 500 coupe, good condition; guaranteed.—59, Holland Park, W.11. Park 5751. (C5061)
- MAYFAIR GARAGES, Ltd.**, although almost exclusively a Fiat organization are able to take any other make of car in exchange for Fiats at competitive allowance prices.—Below
- MAYFAIR GARAGES, Ltd.**, have the finest selection of pre- and post-war Fiat cars in the country available for inspection and trial at their showrooms, all plainly price ticketed.—Below
- MAYFAIR GARAGES, Ltd.**, July, 1940, 500 2nd series de luxe full 4-seater convertible saloon, new hood, smart and economical car with outstanding road performance; 3 months' guarantee; £295.—Below
- MAYFAIR GARAGES, Ltd.**—1939 1500 de luxe 1/1h 'drive 4-door pillarless saloon, black with cloth upholstery, unusually well preserved car in outstanding condition throughout; 3 months' guarantee; £295.—Below
- MAYFAIR GARAGES, Ltd.**—1939 500 2nd series supercharged de luxe convertible coupe, black, Arnott blower, very smart car with incredible road performance; 3 months' guarantee; £295.—Below
- MAYFAIR GARAGES, Ltd.**—Oct., 1939, 2nd series 500 de luxe convertible coupe, two-tone brown and beige, bumpers, excellent condition throughout; 3 months' guarantee; £275.—Below
- MAYFAIR GARAGES, Ltd.**—1939 500 de luxe convertible coupe, blue, one owner since new, smart car with outstanding road performance and 50mpg; 3 months' guarantee; £275.—Below
- MAYFAIR GARAGES, Ltd.**—1937 500 de luxe convertible coupe, recently recoloured grey, recoloured engine just fitted, very smart car in outstanding performance; 3 months' guarantee; £215.—Below
- MAYFAIR GARAGES, Ltd.**—1937 500 de luxe convertible coupe, recently recoloured grey, recoloured engine just fitted, very smart car in outstanding performance; 3 months' guarantee; £215.—Below
- MAYFAIR GARAGES, Ltd.**—1937 500 de luxe convertible coupe, recently recoloured grey, recoloured engine just fitted, very smart car in outstanding performance; 3 months' guarantee; £215.—Below
- MAYFAIR GARAGES, Ltd.**, from Earls Court to our premises, bus 74 to Marble Arch (2 mins. walk) or Underground from Earls Court, District Line, to Bond St. (change at Notting Hill Gate).—Below
- MAYFAIR GARAGES, Ltd.**—18 guaranteed Fiats in stock, all carefully prepared for lasting service by skilled mechanics. Send for price list and illustrated literature.—Below
- MAYFAIR GARAGES, Ltd.**, Fiat Sales and Service, 18 Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 5104/5. Open 9-6. Sats. 9-1. (C5068)
- FIAT** 500, 1938 cabriolet, choice of two superb models in black, nearly new tyres all round, sound throughout and in concours condition; £225 each.—Derrington, 159-161, London Rd., Kingston 5621-2. (C1071)
- Fiat Cars Wanted**
- R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)
- L**ADY wishes to purchase Fiat 500 car.—Acc. 4318. 11276
- MAYFAIR GARAGES, Ltd.**—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 5104. (5695/R)
- Fiat Spares and Service**
- FIAT** 500 (England), Ltd., 65, (England), Ltd., 65, Lowlands Rd., Harrow, Byron 6028. (10325/R)
- FIAT** 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamo, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. (10136/R)
- FIAT (ENGLAND), Ltd.**, Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. (10009/R)
- MAYFAIR GARAGES, Ltd.**—£35. Fiat 500, fully reconditioned 8/6 engines; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Balderton St., W.1. Mayfair 5104; open 9-6. Sats. 9-1. (10632/R)
- FORD (8 h.p.)**
- D**ICKS, 1949 Ford 8 saloon, really genuine this car; £335
- D**ICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)
- NEWHAMS, Ltd.**
- 1953** Ford Anglia saloon, low mileage, carefully used; £410
- 1952** Ford Anglia saloon, black, 8,000 miles, loose covers; exceptional condition; £395
- NEWHAM House**, 235-7-9, Hammersmith Rd., London W.6 Riverside 4646 (C3034)
- RAYMOND WAY.**
- RAYMOND WAY.** of Kilburn.
- RAYMOND WAY** the hire-purchase specialists.
- 1953** Ford Anglia saloon, 3,000 miles only, practically new and unused, fitted seat covers; 395/00
- H**IRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from
- RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. R. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)
- CAR MART, Ltd.**
- 1953** Ford Anglia saloon, 14,000 miles; £375.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)
- PERRY'S OF HARROW**
- H**AVE an excellent selection of post-war 8hp saloons available.
- P**HONE Harrow 4262 for details.
- W. HAROLD PERRY, Ltd.**, High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) (10099/R)
- HENDON CENTRAL GARAGE, Ltd.**, offer:—
- 1949** Ford Anglia, black and green, taxed year, absolutely unmarked; £345.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)
- W. J. BROWN**, established over 30 years; used Ford specialists.
- 1949** Ford Anglia saloon, colour black, one owner, a very nice car; £295
- 339** Finchley Rd., N.W.5. Hampstead 4414. (C1025)
- £185**!!!—1939 Ford 8 saloon, in spotless condition throughout.—Below
- £155**!!!—1937 Ford 8 utility, wood bodywork, very good condition; 3 months' guarantee, hire purchase, exchanges.
- L**AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2058)
- 1936** Ford 8 saloon, in good condition; £120.—91, Garsart Lan Wandsworth, S.W.18. Battersea 1770. (C4062)
- 1948** (Nov.) Ford Anglia saloon, just fitted with new manufacturer's engine, bodywork absolutely perfect; this car is really equal to new; £350.
- W**EST LONDON MOTORS, 205 Fulham Palace Rd., W.6. Ful 0066. (1635)
- 1940** Ford Anglia saloon, £225 or £75 deposit, exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 5556. (C2048)
- 195**—Ford Anglia, 1940 saloon, pastel green, very good condition; terms, exchanges.—Rowland Smith, below.
- 165**—Ford 8, 1938 saloon, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4016)
- 1939** (July) Ford 8hp saloon, new engine and tyres, one owner, excellent throughout; £225.—Humphry, Worthing 5275. (1776)
- 1951** Anglia saloon, immaculate; £365; also 1949 Anglia saloon, £300; guaranteed; exchanges, terms.—Palmer, 53, York St., Twickenham, Pops-grove 1890/7087. (C3034)
- WALTER SCOTT, Ltd.**—1950 Ford Anglia, black, low mileage, unmarked; £355.—39, College Crescent, Hampstead, N.W.5 (Swiss Cottage Tube) Fri 5914. (C4006)
- 1951** (April) Ford Anglia saloon, mist green and beige, 12,000 miles, one careful owner, fitted with 8ve radio, foglamp, taxed to December, perfect car; £365
- G**KE CAR, Ltd., 60-62, Queenstown Rd., S.W.5. Mac. 3363. (1339)
- ROYS** offer 1939 Ford 8 saloon, well above average; £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station), Euston 2700 and 9894. (C3059)
- ARTHUR E. GOULD, Ltd.**, 290-292, Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1804-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (10578/R)
- Ford Eight Cars Wanted**
- C**
- M**
- THE CAR MART, Ltd.**, wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. (10172/R)
- R**
- ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.5. Ham 6041. (W4018/R)
- WANTED**, 1952-53 Ford Anglia, low mileage.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. (W5056)
- FORD (10 h.p.)**
- A**CRE offer:—
- 1953** Ford Prefect, black, in leather, 8,000 miles only, heater fitted; £500
- A**CRE AUTO, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macculay 2211-2. (C1002)
- GATHOUSE** offer:—
- 1950** Ford Prefect saloons, nominal mileage, exceptional cars; choice of 3 from £195.—Gat-house Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. (C2021)
- PERRY'S OF HARROW**
- H**AVE an excellent selection of post-war 10hp saloons available.
- P**HONE Harrow 4262 for details.
- W. HAROLD PERRY, Ltd.**, High Rd., Harrow Weald, Middlesex (Opp. Bus Depot.) (10100/R)
- A**UTOMOBILIA, Ltd., offers
- F**ORD Prefect 1947 4-door saloon, black, red leather, one owner, reconditioned engine recently fitted; £295.—Pippbrook Garage, Dorking 3891. (11636)
- 1949** Prefect, black, red leather, good condition; £350.—Putney 5530. (11686)
- FORD (10 h.p.)**
- A**LLAN TAYLOR MOTORS, Ltd., offer:—
- 1951** Ford Prefect saloon, leather upholstery; £415
- H**IGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). (1911)
- DAGENHAM MOTORS, Ltd.**, Ford Main Dealers.
- 1952** Ford Prefect, black, hide, 8,000; £485.
- 56** Park Lane, W.1; Hyde Park 4866; 374, Ealing Rd., Alperton, Middx; Perivale 5588. And 6, 8 and 12, Sangley Rd., Catford, S.E.6; Hither Green 4821. (C1066)
- W. J. BROWN**, established over 30 years; used Ford specialists.
- 1952** Ford Prefect saloon, black, red leather, one owner, as new, 9,000 miles; £495
- 339** Finchley Rd., N.W.5. Hampstead 4414. (C1025)
- 1947** Ford Prefect 4-door saloon, black, red leather, immaculate, taxed; £360.
- 1946** Ford Prefect 4-door saloon, black, red leather, taxed; £280.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2111. (C4007)
- 1953** (June) Ford Prefect, black, 5,000 miles, radio, £330.—Tel. Gadebrook 2860. (1737)
- 1953** (May) Ford Prefect saloon, mileage only 2,000, absolutely as new, leather and other extras, taxed; £550
- WEST LONDON MOTORS**, 205 Fulham Palace Rd., W.6. Ful 0066. (1634)
- 375**—Ford Prefect, November, 1949, saloon, leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.
- 325**—Ford Prefect, 1947 saloon, leather, excellent condition; choice of 4 Prefects; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)
- 1949** Prefect new look 4-door saloon, guaranteed; £375; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. (C3054/1)
- £225**—1939 Ford 10 drop head coupe, fine condition; terms.—Autonups, 5, Balham High Rd., Balham 1509. (C1009)
- 1937** Ford 10 saloon, surprising condition; £225.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)
- ARTHUR E. GOULD, Ltd.**, 290-292, Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1804-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. (10579/R)
- 1938** model Ford 10, new carpets and head lining, completely recoloured, new engine fitted this year; £195.—Kirkdale Cars, Cobbs Corner, Sydenham 6128. (C2068)
- 1949** Prefect new look saloon, guaranteed; £375; also 1947 Prefect saloon, £25; exchanges, terms.—Palmer, 53, York St., Twickenham, Pops-grove 1890/7087. (C3034)
- WALTER SCOTT, Ltd.**—1950 Ford Prefect, black, low mileage, exceptional; £415.—39, College Crescent, Hampstead, N.W.5 (Swiss Cottage Tube), Fri 5914. (C4006)
- 1947** Ford Prefect 4-door saloon, black, cellulose, speedo reading 27,000, exceptional car; £315, consider part exchange.—14, Offington Gardens, Offington, Worthing, Swanland 849. (C4027)
- Ford Ten Cars Wanted**
- C**
- M**
- THE CAR MART, Ltd.**, wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5434. (10174/R)
- MARSTON MOTOR Co., Ltd.**, for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (10179/R)
- ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.5. Ham 6041. (W4018/R)
- FORD 14.9**
- FORD** 14.9 4-door saloon, excellent order, taxed; £50 or terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance O.P.O.). (C3055)
- FORD CONSUL**
- L**OUIS & Co., offer:—
- 1952** Ford Consul green, radio, heater, 19,000 miles; £635.—Tel. Paddington 9196. (C1067)
- H** W. MOTORS, Ltd., offer:—
- 1953** (model) Ford Consul, finished green, beige leather upholstery, fitted radio, heater and wing mirrors, one owner, 7,000 miles under list price; £715.—H. W. Motors, Walton-on-Thames 2404-5-6. (C2042)
- WARWICK WRIGHT, Ltd.**, offer:—
- 1953** Ford Consul saloon, black, 8,000 miles; £695.
- WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C4045)
- DAGENHAM MOTORS, Ltd.**, Ford Main Dealers.
- 1952** Ford Consul, green, hide, radio, heater, 16,000; £675.
- 1951** Ford Consul, beige, hide, radio, heater, 20,000; £600
- 56** Park Lane, W.1; Hyde Park 4866; 374, Ealing Rd., Alperton, Middx; Perivale 5588. And 6, 8 and 12, Sangley Rd., Catford, S.E.6; Hither Green 4821. (C1066)
- CONSUL**, 1953, one owner, 6,000 miles black heater; £695.—Tel. 7134. (11657)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD CONSUL

W. J. BROWN Ltd., established over 30 years; used Ford specialists.

1953 Ford Consul in green with beige leather, 7,400 miles, one owner, immaculate; £685.

1951 Ford Consul saloon, black, beige leather, heater, one owner; £575.

1952 Ford Consul saloon, fawn, beige leather with fitted heater, 1,140; £495.

339 Finchley Rd., N.W.3, Hampstead 4414. [C1025]

1953 Ford Consul, 3,000 miles, radio, heater, etc., as new; £685; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1953 Ford Consul, one owner, black/red leather, heater, radio, nominal mileage; £695.—Odeon Motors, Ltd., Barnet 9144. [C3028]

1951 Consul, radio, heater, leather, taxed, under seal, one owner, spotless; £565.—Cutler, Walberton, Arundel, Tel. Eastergate 567. [1720]

1953 (registered 1952) Ford Consul, 10,000 miles, £700.—Joe Thompson (Motors), Ltd., 97 Fulham Rd., S.W.3, Kensington 4850. [C4024]

1952 Ford Consul, finished beige, fawn leather, heater, radio, one owner-driver; £645.—Pan-tiles Service Garage, London Rd., Guildford 5326. [C3055]

ROYS offer 1952 Consul, radio, heater, taxed, low mileage; £655; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. [C3059]

CONSUL, 1953 (June), mileage under 3,000, taxed, insured to June, 1954, blue leather, condition as new, £725; disposal due unforeseen circumstances.—Watson Service Garage, 1-2, Dorset Mews, Wilton St., S.W.1, Sloane 7239. [11712]

525 gns.—Ford Consul, September 1951, saloon, pastel green, leather, radio, heater, one owner; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1953 (May) Ford Consul saloon, genuine 9,000 miles only, one owner, finished grey, red leather, heater, taxed December; £695; trade enquiries welcomed.—Motomists (London) Ltd., 41, North Rd., East Finchley Station, N.2, Tudor 2301-2. [C3018]

## Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## FORD ZEPHYR

W. HAROLD PERRY, Ltd., Invicta Works, 179, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.

1951 Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate car; £755.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. [C3042]

CAR MART, Ltd.

1953 Ford Zephyr saloon, radio, heater, 5,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3434. [C1039]

GATEHOUSE offer:—

1952 Ford Zephyr saloon, green, radio, htr., 10,000 mls., one owner, spare unused, condition as new; £725.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6, Tel. Mountview 4444. [C2021]

BRADSTOCK MOTORS offer:—

1951 (October) Zephyr saloon, radio, heater, covers, wing mirrors, blinkers, spot light, 10,000 miles only, a car which is as new; £625, terms, exchanges.—Chase Rd., Epsom, Tel. 635. [1510]

R. C. WIMBUSH Ltd., offer:—

1953 (October) Ford Zephyr saloon, heater, leather, works mileage.

312, Earls Court Rd., S.W.3, Frenantle 8401. [C4056]

CHARLES POLLETT, Ltd., offer:

1951 Ford Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car; 3 months' guarantee; £695.

18, Berkeley St., W.1, May 6266.

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9, Cunningham 5356. [C2010]

W. ANSTEAD MOTORS, Ltd., offer:—

SEPTEMBER, 1952, Ford Zephyr, blue with blue leather, 19,000 miles, unmarked; £650.

W. ANSTEAD MOTORS, Ltd., Cambridge Park, E.11, Wanstead 1000. [C4042]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Zephyr, black, hide, radio, 4,000; £725; choice of 3.

1952 Ford Zephyr, black, hide, radio, heater, 9,000; £650.

56 Park Lane, W.1; Hyde Park 4066; 574, Ealing Rd., Apertion, Middx; Perivale 3388, And 6, 8 and 12, Sangley Rd., Catford, S.E.6; Hither Green 4321. [C1066]

1951 (June) Zephyr, mist green and beige leather, heater, radio, taxed, one owner, regularly serviced; £695.

GEE CARS Ltd., 60-62 Queenstown Rd., S.W.8, Tel. 3565. [1340]

## FORD ZEPHYR

1953 Ford Zephyr saloon, black, red leather, 9,000 miles, heater, windscreen washer, as new; £695.—John Trigg, Ltd., Esher 1234. [1896]

1953 Ford Zephyr, like new, radio, leather, heater, many extras; £745.—Sidney Marcus, Ltd., 33, Soane St., S.W.1, Tel. Soane 3557. [C3036]

1953 Ford Zephyr saloon, grey, heater, 7,000 miles, immaculate; £750, terms.—Phillip Foster, 106, High St., Uxbridge, Tel. 1202. [1866]

1951 one owner Zephyr, 17,000 miles, fitted radio, heater, duo-brown, spotless condition, real bargain; £625/11.—A.Z. Motors, Palmerston Rd., N.W.6, May 4723. [C1011]

1953 Ford Zephyr saloon, black/red leather, many extras, small mileage, as new; £750.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. [C4053]

## Ford Zephyr Cars Wanted

WANTED, crashed or damaged Ford Zephyr.—Box 0867. [5917]

FULL value paid for Zephyr or similar.—54, Street-ham Hill, S.W.2, Tulse Hill 2676. [W3016]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## FORD (V.3)

CAR MART, Ltd.

1950 51 Ford Pilot saloon, heater, 29,000 miles; £435.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [C1039]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1950/1 Ford Pilot saloon, fitted radio and heater, immaculate coachwork, negligible mileage; 459 gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6041, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

SWANMORE GARAGE offer:—

1951 Ford Pilot saloon; £555.

EXCHANGES or terms.

SWANMORE Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544. [C4024]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot, black, hide, radio, 25,000; £450.

1939 Ford V8 50hp 91a saloon, black; £350.

56 Park Lane, W.1; Hyde Park 4066; 574, Ealing Rd., Apertion, Middx; Perivale 3388, And 6, 8 and 12, Sangley Rd., Catford, S.E.6; Hither Green 4321. [C1066]

£75/11.—1956 Ford V8 50hp saloon.—A.Z. Motors, Palmerston Rd., N.W.6, May 4723. [C1011]

1949 Ford Pilot, blue, leather, heater, seat covers, 4 months' regular maintenance; £595.

G. E. HARPER, London Rd., Stevenage, Tel. 700. [11787]

1950 Pilot, black, heater, leather, excellent; £480 o.n.o.; appointment.—Pound Hill 2243. [1669]

FORD V.8 de luxe Tudor black saloon, 1948 (American), owner purchased new, 36,000, private, genuine, heater, taxed; £555; offers.—Downland 3762. [1829]

445 gns.—Ford V.8 Pilot, 1951 saloon, black, leather, heater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

175 gns.—Ford V.8, 1939, 22hp saloon, leather, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

FORD Pilot, May 1949, radio, leather, Marchal lamps, immaculate; £430.—Bosman's Garage, Weybridge 1265. [C1035]

£150.—1958 Ford 81A 4-door saloon, unrepeatable; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6400. [C1024]

1951 Ford Pilot, black leather; £465; terms, exchanges.—Bradbury's, Ford Depot, Edgware Rd., N.W.2, Gladstone 1194. [C2064]

1949 model Ford Pilot saloon leather upholstery, 1) really exceptional condition, £395, 2) Jacquet, Ltd., 225-7, Hamersmith Rd., W.6, Riverside 6677-8. [C2045]

CAMDEN MOTORS for Ford Pilots, choice of several models, 1949-51 can be found amongst our selection of 400 cars—see our "Guide to the Show" full-page advert in this issue.

CAMDEN MOTORS for Ford Pilots, Leighton Buzzard, Beds, Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

FORD Pilot 50, black, brown leather, loose covers, heater, regularly serviced and carefully used, splendid condition engine, body and interior, one owner; £475.—Central 7545, Knockholt 2261. [1766]

WALTER SCOTT Ltd.—1950 Ford Pilot, black, fawn leather, heater, low mileage, showroom condition throughout; £465.—39, College Crescent, Hampstead, N.W.3 (Isleia Cottage Tube), Pri. 5915. [C4006]

1950 (August) Ford Pilot, 18,000 miles, black, brown, radio, heater, twin Notes, reverse light, immaculate; £465; offer considered.—Dor "Raehaw", Buckingham Road, Shoreham, Sussex, Tel. 2787. [13118]

## Ford V.8 Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Ford V.8 cars—320, Euston Rd., N.W.1, Euston 1212. [10175/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., 31, West Rd., Brentford, Tel. Ealing 4536. [10749/R]

## FORD MISCELLANEOUS

SLOCOMBES, Ltd.

SPECIAL offers of 8s and 10s.

1934 saloon, 8hp, £67.10, or £50 down.

1937 saloon, 8hp, £125, or £42 down.

1940 Roadster Prefect, 10hp, in fine condition.

MANY other cars, saloons and tonners up to £2,875, h.p. facilities, cars or motor cycles, immediate H.P. facilities, existing H.P. accounts settled; we close at 7.30 p.m. Saturdays 6 p.m.

SLOCOMBES, Ltd.

38—52, Dudden Hill Lane, N.W.10, Willesden 4969; 379, North Circular Rd., N.W.10, Gladstone 9548. [C4017]

## Ford Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1, Gul. 2767. [10823/R]

CASH immediately for good Ford.—Details please to R. F. Edwards, 28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]

## Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6, Riv. 5665, [10223]

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [10314/R]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 225), main Ford dealers service and all spares. [10093/R]

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned 8B engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 779 (4 lines), Also 66, High St., East Ham, E.6, Grangewood 1130. [185062/R]

## FRAZER NASH

FRAZER-NASH CARS offer for sale their specially built cabriolet model exhibited at the 1950 Motor Show and since faultlessly maintained, £1,850.—Eaton Works, London Rd., Isleworth, Middx (Hounslow 0011). [C2015]

## Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars" [C5041/R]

TYPE 526 saloon, reconditioned engine just fitted, new tyres, fine performance; £325, for quick sale.—Nash, 15, Russell Gdns, Mews, W.14, Park 7947. [1179]

## Frazer Nash-B.M.W. Cars Wanted

BARTLETT will pay more for good Frazer Nash-B.M.W. cars.—27a, Pembroke Villas, W.11, Bayswater 0523. [W1015]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## HEALEY

L. F. WARD, Ltd.

1953 Austin-Healey 100, 200 miles only, as new, fitted heater, overdrive.

F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath, Tel. Thornton Heath 5347, London office Mayfair 0146. [C4045]

H. A. SAUNDERS, Ltd., offer:—

1953 Austin-Healey 100 sports 2-seater, grey with black upholstery, recorded mileage 1,969; heater; £1,295.

836—842, High Rd., N.12, Hillside 5272 (8 lines).

1953 Healey/Alvis 3-litre sports convertible, silver/maroon, radio, as new; £1,850. [C2021]

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3559. [C4029]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HEALEY

**A** CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.  
 1948 Healey Duncan saloon, ivory, red leather, loose covers, heater, very good order; £695.  
 1948 Healey Elliott style saloon, with a very attractive streamlined wooden body, excellent order; £575.  
 1947 (Nov.) Healey Elliott saloon, finished black and grey with red leather upholstery, radio, link mats, wheel spats, just overhauled at a cost of £400, superb order; £750.  
 1947 Healey sports 2-seater, finished green, very good order; £465.  
**A** LKO new Healey Tickford saloon and Abbott coupe; immediate delivery. (C1001)

**B**ROOKLANDS, 80's concessionaires, Healey, new 4-seater saloon, coupe and convertible 3-seater from stock.  
 1951 Healey Tickford saloon; one owner, radio.  
 1951 Healey Abbott coupe; small mileage.

1950 Healey Silverstone sports 2-seater.  
**BUY** or sell your car at  
 103, New Bond St., London, W.1. Mayfair 8351-6 (C1039)

1951 Healey Tickford saloon, black, with blue/grey leather, mileage 9,000, radio, heater, first registered June; superb condition.  
**H** H. TIMBERLAKE, Ltd., Library St., Wigan, Tel. Wigan 3451. (1775)

1948 9 Healey 2½ Duncan 2-seater, guaranteed; £490, payments—Oldfield, 386, Kensington High St., W.14. Wes. 6631-9414. (C5029)

HEALEY 1947 4-st. tourer, radio, excellent condition; £625, consider exchange saloon.—Tel. Penn, Bucks 2308. (1650)

1953 Austin-Healey, overdrive, heater, indistinguishable from new; £1,175.—Richards & Carr 35, Kinnerton St., London, S.W.1. Sloane 5424. (C5045)

1952 (November) Healey Tickford saloon, grey, mileage, 8,700, excellent condition, rear seat accommodation enlarged, any trial.—Tel. daytime Chester 25466, Box 1361. (1835)

**R**OSE & YOUNG, Ltd., offer 1950 Healey Silverstone E type 2-seater, very fast; £575.—65-69, Stenhouse Ave., Streatham Hill, S.W.16 (1 minute Streatham Hill Station). Tulse Hill 4464. (C5057)

**J**ACK ROSE, Ltd.—Austin-Healey 100, 2 weeks old, guaranteed under 200 miles, in pale blue with overdrive and extras; offers or exchange—Staford Rd., Wallington, Surrey, Wallington 6677-8. (C5056)

HEALEY Roadster, body by Westland, first registered January, 1949, fitted with numerous extras, including close ratio gears, high compression pistons, special headlamps, flame thrower fog lamp and wind-screen washer, spare cylinder head, five spare wheels and standard gears are available, the entire car is in superb condition, having been completely overhauled, and a C type chassis fitted by Healey's during the past few months at a cost of over £200, only reason for sale is that owner has just taken delivery of new Healey.—Offers for this car, which is probably one of the finest specimens of this marque, are invited by Park Motors (Hants), Ltd., Portland Place, Hants, Tel. 4791-2. (1767)

**Healey Cars Wanted**  
**B. J. HUNTER, Ltd., offer:—**  
**F**OR immediate purchase of your Healey.  
**B. J. HUNTER, 22, Crickwood Broadway, N.W.2, Tel. Gladstone 6303. (W2040)**

SILVERSTONE wanted for cash.—Tel. Valentine 4674 after 6 p.m. (W2018)

RICHARDS & CARR buy Healeys.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

BARTLETT will pay more for good Healeys.—27a, Fernbridge Villas, W.11. Bayswater 0523. (W1013)

HEALEY Elliott saloon in good condition wanted privately for cash; full details please.—Box 1364, (1836)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Healey—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**A** CLAND & TABOR, Ltd., Welwyn By-Pass, Herts., all models. (C1001)

## HILLMAN 10

**D**ICKS.  
 1947 Hillman Minx saloon, fitted radio, very fine condition; £350.  
**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-8. (C1072)

**A** CRES offer:—  
 1952 Hillman Minx drop head coupe, maroon, spotless condition; £595.  
**A** CRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

**A** CRES offer:—  
 1950 (September) Hillman Minx, green, red leather; £500.  
**H**ILLMAN Minx, beige, one owner only, as new; £465.  
**A** CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macclesfield 2211-2. (C1002)

**C**AR MART, Ltd.  
 1952 Hillman Minx Phase V coupe, 9,000 miles; £645.  
 1951 Hillman Minx Phase IV coupe, radio, heater, 25,000 miles; £475.—Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 5434. (C1039)

## HILLMAN 10

**G**ATEHOUSE offer:—  
 1948 Hillman 10 saloon, black, loose covers, nominal mileage, excellent cond. throughout; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

**A**UTO SALES offer:—  
 1952 Hillman Minx saloon, grey, red interior, one owner; £565.—Auto Sales (London), Ltd., 59-65, Belsize Rd., N.W.6. Maida Vale 5555. (1848)

**B. J. HUNTER, Ltd., offer:—**  
 1953 Hillman Minx Californian hard-top coupe, works mileage only, as brand new.  
**B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2, Tel. Gladstone 6303. (C2040)**

**C**HARLES RICKARDS, Ltd., offer:—  
 1953 (Aug.) Hillman Minx Californian, finished duo green, 1,700 miles only, as new; £725.  
**A** LSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.  
 56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). (C5050)

**M**ETROPOLITAN MOTORS offer:—  
 1953 Hillman Minx saloon, all extras, including heater, radio, loose covers, overriders, etc.; £710.  
 1952 Minx, in black, 4,000 miles; £650.  
 Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. (1323)

**W**ARWICK WRIGHT, Ltd., offer:—  
 1951 Hillman Minx Mark IV saloons and convertible coupes all low mileage; from £495.  
 1953 Hillman Minx Mark VI saloons and convertible coupes, all low mileage; from £655.  
 1952 Hillman Minx saloons and convertible coupes, all low mileage; from £565.  
**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 5761. (C4045)

**C**HARLES FOLLETT, Ltd., offer:—  
 1952 Hillman Minx saloon, grey, now being serviced, ready shortly; £595.  
 18, Berkeley St., W.1. May. 6266.

**S**ERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

**H**ENDON CENTRAL GARAGE, Ltd., offer:—  
 1953 Hillman Minx saloon, all extras including heater, radio, loose covers, overriders, etc.; £710.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

**A**UTOMOBILE & AIRCRAFT SERVICES, Ltd.,  
 100% Rootes Group Dealers, offer:—  
 1948 Phase II Minx estate car, black, brown leather, perfect throughout; £385; exchanges and h.p. facilities.  
**M**ARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). (C1008/1)

**A**UTOMOBILE & AIRCRAFT SERVICES, Ltd.,  
 100% Rootes Group dealers.  
**I**F you are interested in the purchase of a used Hillman Minx, we offer only specimen cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of all models. 1946-52 from £300 to £250; trade enquiries welcomed.—609, Kenton Rd., Harrow, Wordsworth 7805. (C1008)

**W. J. BROWN, Ltd. Established over 30 years.**  
 1950 Hillman Minx saloon black, red leather, heater, loose covers, one owner; £495.  
 1947 Hillman Minx saloon, grey, blue upholstery, recon. engine; £325.  
 339, Finchley Rd., N.W.3. Hampstead 4414. (C1025)

**R**OY'S offer:—1939 Hillman Minx saloon, condition and performance above average; £225; h.p. and exchanges. Roys Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station). Euston 2700 and 8898. (C5059)

**D**AGENHAM MOTORS, Ltd., offer the following cars:—  
 1952 Hillman Phase V drop head coupe, green, 9,000; £645.  
 1952 Hillman Phase V saloon, maroon, 5,000; £655.  
 1951 Hillman Phase V saloon, black, 9,000; £595.  
 56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alport, Middx. Perivale 3358 and 6, 8 and 12, Sangley Rd., Catford, S.E.20. Hither Green 4821. (C1066)

**P**HENIX MOTOR COMPANY (SURREY), LIMITED, offer:—  
 1952 (March) Hillman Minx Mark V saloon, black, red interior, 24,000 miles, one owner since new, well maintained throughout, taxed; £565; cars purchased.  
 1952 (May) Hillman Minx Mark V convertible coupe, black, red interior, 25,000 miles, one owner since new, excellent throughout, taxed; £545; cars purchased.  
**P**HENIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey, Vigilant 1121. (1504)

**£345**!!! 1947 Hillman Minx de luxe saloon, spotless condition throughout; choice of 2 below.  
**£245**!!! 1939 Hillman Minx saloon de luxe, excellent condition and carefully used; 3 months' guarantee; hire purchase, exchanges.  
**L**AMBS, Finchley Showrooms, 421-423, High Rd., Finchley N.12, Finchley 6221 (East Finchley Underground). (C9052)

**B**LUE STAR GARAGES.—Please see our display advertisement on page 250. (1917)

## HILLMAN 10

**G**UY ALFRED & Co., Ltd.—1949 Hillman Minx, fine specimen.—6-7, Warren St., W.1. Euston 5268. (C1025)

1937 Hillman 10 drop head coupe; £150.—A.Z. Motors, Palmers Green, N.W.10. (C1011)

1951 Hillman Minx Phase IV saloon, blue, heater; £520.—Vandervels, 215, Haverstock Hill, N.V. 5. Primrose 4441. (C4037)

1951 Hillman Minx coupe, 14,000 miles, as new; £560.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pol. 2100. (C5004)

1952 Hillman Minx saloon, black/red interior, one owner, low mileage, in new condition throughout, taxed; £575.  
**C**OLE'S GARAGES, Worples Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. (C1054)

1948 Hillman Minx coupe, grey with blue leather upholstery, first-class condition throughout; £435.  
**M**AYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8052.

1952 Hillman Minx drop head coupe, green, 10,000 miles, fitted heater, one owner, in excellent condition.  
**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 3851), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). (C4046)

1951 Hillman Minx saloon, one owner, heater, immaculate condition throughout, very low mileage; £525.  
 1947 model Hillman Minx de luxe saloon, new engine, 7,000 miles, in excellent condition throughout; £515; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middlesex, Tel. 2960. (C5055/1)

**H**ILLMAN Minx '49 10hp saloon, good all-round condition, heater, luggage carrier, one owner, taxed; £470.—Ambassador 6223 after 6 p.m. (1747)

**£425**—Hillman 1949 Phase III saloon, heater, taxed.—Fleet, The Cottage, Menmore, Leighton Buzzard 2172. (C1087)

1952 Hillman Minx coupe, black, 5,000 miles; £660.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

**£465**—Late 1949 Minx, one owner, 22,000 miles.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. (C1028)

1947 Hillman 10 drop head coupe, recent recon. engine; £340.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

1950-1 Hillman Minx saloon, black, 19,000 miles, one owner; £495.—Promenade Motors, Green Lanes, Palmers Green, London, N.13. (1690)

1952 drop head Hillman Minx, 5,040 miles, colour stone with red leather, taxed; £625.—Woking Motors (Maybury Hill), Ltd., Woking 1921. (C4057)

1951 Hillman Minx saloon, black with brown leather, very well maintained; £545.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

1950 Hillman Minx saloon, leather upholstery, heater, well-maintained, 3 months' guarantee; £460.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3548. (1883)

**£250**—1939 Hillman Minx drop head four-seater coupe, aero blue, spotless condition; £20 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1947 model Hillman Minx de luxe saloon, new engine 7,000 miles, in excellent condition throughout; £315.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2055/1)

**£495**—1951 Phase IV Minx, lavender grey, red interior, taxed, delectable, in near exceptional condition.—Elm Automotives, 68, Hatfield Rd., Wembley, S.W.19. Wimbledon 4825. (C2067)

**W**ALTER SCOTT, Ltd.—1946 Hillman Minx saloon, black, brown leather, really exceptional, one owner, £345.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Fri. 5914. (C4008)

1950 Mk. 4 Hillman Minx saloon, grey, red up-car in first-class order; £535.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. (C2035)

**N**AYLOR & ROOT—1952 Hillman Minx Mark V saloon, blue, red hide, heater, 11,000 miles, excellent value; £635; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Bait. 2252. (C3022)

1950-51 (November, 1950) Minx coupe, 29,000 miles, one owner only, regularly serviced by Hillman dealers; £475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

**C**AMDEN MOTORS for Hillmans.—1948 Phase II saloon, attractively finished in pastel green, steering column gear change, etc., a genuine one-owner car of moderate total mileage offered at the most attractive price of £395.  
**C**AMDEN MOTORS for Hillmans.—Twenty other Hillmans on show amongst our gigantic stock of 400 cars, prices from £50 for a 1957 Minx saloon; see our "Guide to the Show" full page advert. in this issue.  
**C**AMDEN MOTORS for Hillmans.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1085)

1953 (Oct.) Hillman Minx saloon, golden sand, 500 miles, taxed, loose covers, clock, wing mirrors, fish tail, just run in, oil changed, bargain, cost including extras £695; reason for selling, force of circumstances.—Tel. Leighton Buzzard 2172. (1815)

1953 (April) Hillman Minx Mark VI convertible; black, red leather, guaranteed mileage 4,500, as new; £690; terms, exchanges, demonstration with pleasure.—Ebdons Automobiles, Ltd. Rootes Group distributors, 16-29, Bath Rd., Cheltenham, Tel. 5291. (1851)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**HILLMAN 10**  
**1939** Hillman 10 saloon, in excellent order throughout. A.A. inspection invited; £195 or £65 deposit, balance over 18 months; exchanges, insurance, 50 cars always in stock, cars bought and sold on commission—Tulse Hill Motors, Ltd., 26, Tulse Hill Brixton, S.W.2. Tel. Tulse Hill 7106. (1958)

**HILLMAN 16**  
**ROYS** offer 1937 Hillman 16, condition hard to fault; £175; h.p. and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

**Hillman Cars Wanted**  
**THE CAR MART, Ltd.** wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. (0871/R)

**ROWLAND SMITH'S, The Car Buyers**—Highest cash prices for Hillman—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**ROOTES, Ltd.**  
**DISTRIBUTORS.**  
**REQUIRE** modern low-mileage Hillman cars.

**BIRMINGHAM**—Lower Temple St. (Central 8411.)

**MANCHESTER**—129, Deansgate. (Blackfriars 6677.)

**MAIDSTONE**—(Maidstone 3333.)

**CANTERBURY**—(Canterbury 3252.)

**ROCHESTER**—(Chatham 2231.)

**WROTHAM Heath**—(Borough Green 4.)

**ROOTES, Ltd.** Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0108/R)

**REALLY** good second-hand Hillman 19 required.—Cobb, 30, Harley House, N.W.1. (W1096)

**BIRMINGHAM** and **Midlands**—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St. Birmingham and Lower Temple St., Birmingham, 2. (0068/R)

**NOTTINGHAMSHIRE** distributors Humber, Hillman, always prepared to purchase first-class condition recent models; Hillman saloons and coupes.—R. Criggs & Co., Ltd., Parliament St., Nottingham. Tel. 46381. (0552/R)

**Hillman Spares and Service**

**NORMAND, Ltd.**

**MODERN** equipment handled by a skilled staff ensures good service.

**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 3665. (0227)

**LONDON & COUNTRIES MOTOR MART, Ltd.**

**HILLMAN** repair specialists (30 years), well-equipped works servicing, rebodying and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, & W.6. Renown 1183. (0676/R)

**BARKING**—For full stocks of spares and genuine service for Hillman owners come to Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippelway 1285. (0438/R)

**HOTCHKISS**

**METCALFE & MUNDY, Ltd.**

**A MOST** attractive Hotchkiss 4-door saloon, actual 1950 show car, immaculate black coachwork, red hide upholstery, Cotal gearbox, 31,000 miles, fantastic performance; £895.

**280** Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

**HOTCHKISS 1949-50** Paris Nice show model, 20mpg guaranteed, recently serviced by Hotchkiss in Paris, new tyres all round, radio, excellent condition; £745.

**147**, High Rd., W.4. Chl. 0150. (1709)

**HOTCHKISS Cars Wanted**

**HOTCHKISS** Gran sport.—Apply H.W. Motors, Ltd., Walton-on-Thames 2404. (W2042)

**H.R.G. Cars Wanted**

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**H.R.G. Spares and Service**

**CHARLES FOLLETT, Ltd.** have a large stock of spares.

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266

**SPARE** parts

**SERVICE:** Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0594/R)

**HUDSON**

**DICKS.**

**1947** Hudson Commodore saloon, right-hand drive, innumerable extras, radio, heater, whitewall tyres, loose covers, etc.; £595.—Below.

**1939** Hudson 17 saloon, steering gear change, superlative condition; £295.—Below.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6988-9. (C1072)

**Hudson Spares and Service**

**MANCHESTER**—Hudson spares and repairs

**A. FREEMAN, Ltd.** Grosvenor Garage, Burnage Lane, Manchester, 19 Rus 2874-5. (0861/R)

**MANCHESTER**—Distributors of Hudson cars; large stocks of spares, repairs and overhauls.—Ardwick 4361.

**WILLIAM ARNOLD, Ltd.** Upper Brook St., Manchester, 13. (0516/R)

**Hudson Spares and Service**  
**SPIKINS (TWICKENHAM), Ltd.** the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number—83-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6-7. Telegrams Spikins, Twickenham. (0568/R)

**ACRES offer:**

**HUMBER Super Snipe**, metallic green, brown leather upholstery, 35,000 miles only; £670.

**ACRES AUTOS, Ltd.**, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

**TOM GARNER, Ltd.** offer:

**1951** Humber Hawk Mark IV saloon, black with brown leather; £569.

**1952** Humber Hawk Mark IV saloon, green with fawn leather, heater, radio; £795.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

**B. J. HUNTER, Ltd.** offer:

**1951** Humber Imperial saloon, one owner chauffeur maintained, superlative condition; £950.—Below.

**1951** Humber Hawk saloon, full de luxe, showroom condition throughout; £750.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway N.W.2. Tel. Gladstone 6303. (C2040)

**SWANMORE GARAGE offer:**

**1952** Humber Super Snipe; £395

**EXCHANGES** or terms.

**SWANMORE GARAGE**, 1176-1180, Christchurch Rd., Roscombe Bournemouth, Tel. Southbourne 43344. (C4024)

**H. A. SAUNDERS, Ltd.** offer:

**1952** Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,880; £325.

**836**—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

**WARWICK WRIGHT, Ltd.** offer:

**1953** Humber Super Snipe touring limousine, Alpine mat with red leather, radio and heater, 14,000 miles; £1,195.

**1951** Humber Hawk saloon, heater, radio, black, 25,000 miles; £695.

**1951** Humber Hawk saloon, heater, black, 18,000 miles; £695.

**1950** Humber Super Snipe saloon, black, 37,000 miles; £695.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C4045)

**METROPOLITAN MOTORS offer:**

**1951** Humber Hawk, heater, radio, loose covers, small mileage; £725.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. (1329)

**GUY SALMON AUTOMOBILES offer:**

**1953** Humber Hawk saloon, black/red leather, 18,000 miles, immaculate; £850.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. (C4001)

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

**100%** Rootes Group Dealers, offer:

**LATE 1949** Humber Super Snipe, black, brown leather, H.M.V. radio, one owner; this car is absolutely immaculate throughout and compares very favourably with 1953 model; exchanges and h.p. facilities; £575.

**MARLBOROUGH Works, Kenton.** Tel. Wordsworth 7805 (5 lines). (C1008/1)

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

**100%** Rootes Group Dealers.

**IF** you are interested in the purchase of a used Humber, we offer only specimen cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of Hawks, Snipes and Pullmans from £250 to £1,350; trade enquiries welcomed.—603, Kenton Rd., Harrow. Wordsworth 7805. (C1008)

**BLUE STAR GARAGES**—Please see our display advertisement on page 250. (1920)

**1953** Super Snipe, 4,000 miles, radio, covers; £1,195.—Mansfield Autos, Ltd., Euston 2587. (C3001)

**1953** (Oct.) Humber Hawk saloon, works mileage, virtually new, immediate delivery under list price.

**RIPCO, Ltd.** (Humbers Purchased), 16, Albemarle St., London, W.1. Hyde Park 2952-3-4. (C3052)

**1952** (July) Humber Super Snipe, satin bronze, immaculate, heater, extra lamps, 11,000 miles; £875.—Welbeck 4545. (1628)

**1948** Humber Hawk, column gear change, excellent condition; £455.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

**1946** Humber Hawk, grey, moderate mileage, first-class condition; £395.—Pack Porter (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

**1953** Super Snipe, 200 miles; £1,275.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). (C1050)

**£495**—1948 Hawk, 25,000 miles, one owner, unmarked.—G. & Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2031)

**1951** Humber Hawk saloon, black in very nice condition, radio; £695.—Gordon Wooderson, 48a, Drestead Rd., S.W.16. Streatham 5635. (C4058)

**1949** Super Snipe Mark II, excellent example in all respects; £525.—Richards & Carr, 55, Kinnerton St., London S.W.1. Sloane 5424. (C3043)

**HUMBER**  
**1950** Humber Super Snipe saloon, black with brown leather; chauffeur kept; £595.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) (C4022/1)

**1948** Humber Hawk Phase II saloon, black, heater, delightful car; 2229, London Cars, 582-6, Greenford Rd., Greenford, Middx. Walslow 2645. (C2057)

**1950** model Humber Hawk saloon, moderate mileage, excellent condition, radio, heater; £525; terms—Philip Foster, 106 High St., Uxbridge, Tel. 1202. (1365)

**INCREDIBLE opportunity!!!** 1948 (Nov.) Humber Snipe 18hp saloon, excellent chassis, radio, bargain offer; £350!!!—A.Z. Motors, Palmerton Rd., Wel. 4723. (C1011)

**1949** Humber Pullman 7-passenger limousine, black with cloth to rear; very well maintained; £920.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) (C4022)

**1952** Humber Imperial 7-seater saloon, 10,000 miles; £1,295.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3598. (C1027)

**1952** (July) Humber Super Snipe saloon, heater, etc., 5,500 miles only; £925.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (C2025)

**1952** Humber Hawk saloon, radio, heater; 9,000 miles, almost unmarked, one owner; £785.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. (C3056)

**1948** Humber Hawk saloon, heater, one owner, regularly serviced, 3 months' guarantee, bargain; £425.—Tom Allery Automobiles, 68, Hill Rd., Wimblesbury, 3648. (1362)

**NAYLOR & ROOT—1951** Humber Hawk 14 saloon, suede green, sun roof, heater, unblemished condition throughout; £595; written guarantee—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

**1952** Humber Super Snipe, first registered 16/6/53, radio and heater, Rimbellishers, mileage 5,000.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (1715)

**1953** Series Humber Hawk Mark V saloon, green/leather, 14,000 miles, as new with extras; £850.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. 2241. (C4055)

**1952** Humber Super Snipe saloon, grey with grey leather, taxed heater, one owner only, 16,000 miles, immaculate condition; £795.—R. & Mend (Sales) Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

**CAMDEN MOTORS** for Humber Super Snipe limousines and all other models pre- and post-war can be found amongst our gigantic selection of 400 cars—see our "Guide to the Show" full page advert in this issue.

**CAMDEN MOTORS** for Humber Super Snipe, Leighton Burnard, Beds, Tel. 2041, open till 8 p.m., Mondays to Saturdays, write for catalogue. (C1035)

**ROSE & YOUNG, Ltd.** offer, 1952 Humber Super Snipe saloon, 12,000 miles only, one owner, immaculate, black; £825.—65-69, Stenhouse Ave., Streatham Hill S.W.2 (one minute Streatham Hill Station), Tulse Hill 6464. (C3057)

**1949** Humber Super Snipe saloon, finished green with brown leather, fitted with heater and pass lamp, very attractive car, thoroughly recommended with written guarantee; terms exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. (C2001)

**HEARSE** (unregistered) 3-door, 6-Bearer latest De Dion Coachwork, lavish equipment, exclusive design, (ready service) opportunity, £1890. (Illustrated brochure despatched) Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006/1)

**£760**—1952 (Sept.) Humber Super Snipe saloon, mileage 18,000, colour black, heater, radio, spot lamp, loose covers, taxed rear, one owner, superb condition.—Simms, 19, Bennett Rd., Higher Crumpton, Manchester, 8. Tel. Cheetham 1924. (1790)

**1950** Super Snipe 8-9-seater utility, specially built by Humber, radio, heater, fully equipped, cost £1,775; direct from original owner, £695, 3 months' written guarantee; service after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Road, 3 minutes trolley East Finchley Tube), Finchley 0052-5. (C4065)

**A & S** Limousine specialists—offer unique range selected low mileage carriages—certified mechanically.

**LIMOUSINE**, 1958, Pullman, partition, forward occasion; black, exceptional throughout, £265.

**LIMOUSINE**, (late 1947), mitted edge Pullman, partition, forward occasion; black, meticulously maintained, low mileage, private, £1,755.

**LIMOUSINES**, 1950/51/52, partition, forward occasion; selection, leather also cloth upholstery, radio heater, low mileages, black, specimen carriages, competitive prices (Listed Posted). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

**Humber Cars Wanted**

**THE CAR MART, Ltd.** wish to purchase Humber cars.—320 Euston Rd., N.W.1. Euston 1212. (0872/R)

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Humber—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**HUMBER Pullman limousine**, 1949, wanted for cash.—Tideway 2908. (1652)

**FULL** value paid for Humber or similar.—54, Streatham Hill S.W.2. Tulse Hill 2676. (W5016)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Humber Cars Wanted

**R** ROOTES, Ltd.,  
**D** ISTRIBUTORS,  
**R** EQUIRE modern low-mileage Humber cars.  
**B** IRRMINGHAM—Lower Temple St. (Central 8411.)  
**R** OCHESTER—(Chatham 2231.)  
**W** ROTHAM Heath—(Borough Green 4.)  
**M** AIDSTONE—(Maidstone 5533.)  
**M** ANCHESTER—129, Deansgate (Blackfriars 6577.)  
**C** ANTERBURY—(Canterbury 3252.)  
**R** OOTES, Ltd., Devonshire House, Piccadilly, W.1.  
 Tel. Grosvenor 3401. [0106/R]  
**P** ULLMAN limousines wanted—Particulars, mileage  
 and price to Woodall Nicholson, Ltd., Well Lane,  
 Halifax, Tel. 4231. [0330/R]  
**B** IRRMINGHAM and Midlands—Low-mileage Humber  
 modern cars required by George Heath, Ltd., 180-  
 184, Newhall St., Birmingham, and Lower Temple St.,  
 Birmingham, 2. [0086/R]  
**C** RIPPES, of Nottingham, urgently require all types of  
 Humber cars, recent models, and full particulars.  
 —M. Cripps & Co., Ltd., The Humber Distributors,  
 Parliament St., Nottingham, Tel. 46381. [0553/R]  
**7** PASSENGER 1946/48/50/52 Limousines and Imperial  
 Saloons, also private 1936/39 Limousines required  
 immediately, cash waiting. Alpe & Saunders, Pro-  
 vidence Court, North Audley Street, Mayfair-241.  
 [W1006]

**T** HE Humber Specialists for all spares—Ring Uplands  
 5637. See advt. under Parts & Accessories.  
 [0396/R]

## JAGUAR

**H** ENLYS, Ltd.,  
**E** NGLAND'S Largest Jaguar Distributors.  
**S** ELECTION of all models at attractive prices.  
**D** EVONSHIRE House, Piccadilly, W.1. (Grosvenor  
 2287.)  
**H** ENLY House 585, Euston Rd., N.W.1. (Euston  
 6442.)  
**D** EPOSITS at—  
**M** ANCHESTER (Blackfriars 7843).  
**B** RISTOL (Bristol 21526).  
**B** OURNEMOUTH (Bournemouth 6314).  
**N** ORTHAMPTON (Northampton 907).  
**C** AMBERLEY (Camberley 77).  
**F** HAMBLSLOW (Hounslow 3454).  
**F** INCHLEY (Finchley 0081).  
**G** REAT West Rd. (Ealing 3477) Official Jaguar  
 Service Station.  
**C** AMDEN TOWN SERVICE STATION (Quilliver 4141).  
**C** HENLYS, Ltd., England's Leading Motor Agents.  
 [0027/R]  
**A** CRES offer:—  
**1948** 1½-litre Jaguar, grey, red leather upholstery,  
 special equipment, in immaculate condition;  
 £500.  
**1951** XK120, pillarbox red, 16,000 miles only,  
 never been raced, £1,060.  
**A** CRES AUTO, Ltd., 10 and 11, Alcazar, Clapham  
 Park Rd., S.W.2. Tel. Macaulay 2211-2.  
 [C1002]  
**L** F. WARD, Ltd.,  
**XK120** black, red upholstery, stage 11 tuned,  
 very fast car.  
**F** WARD, Ltd., Orange Road Garage, Orange Rd.,  
 Thornton Heath, Tel. Thornton Heath 3347.  
 London office: Mayfair 0146. [C4043]  
**C** AR MART, Ltd.,  
**1949-50** Jaguar 3½-litre Mark V saloon, radio,  
 heater, 32,000 miles; £850.—Car Mart, Ltd.,  
 586, Euston Rd., N.W.1. Euston 1212. [C1099]  
**M** ERGURY offer:—  
**£355**—1939 88100 3½-litre, fitted 2-seater drop  
 head coupe body, new hood finished in black,  
 good tyres, exchanges, terms.  
**M** ERGURY MOTORS, Universe House, 824-6, Harrow  
 Rd., Wembley, Middx. Wembley 6058-9. [C5013]  
**G** ATEHOUSE offer:—  
**1950** Jaguar Mk V saloon, green, radio, hfr., ex-  
 cellent example of this type of car, bargain.  
 £765.—Gatemoor Motors, Ltd., Highgate Village, Lon-  
 don, N.6. Tel. Mountview 4444. [C2021]  
**B** J. HUNTER, Ltd., offer:  
**1950** Jaguar 2½-litre Mark V saloon, fast and  
 attractive car. £725.  
**B** J. HUNTER, Ltd., 22, Cricklewood Broadway,  
 N.W.2 Tel. Gladstone 6303. [C2040]  
**R** OSE & YOUNG, Ltd., offer:—  
**1952** XK120, fitted extras, low mileage, immacu-  
 late condition throughout, finished in two  
 colours. £1,095.  
**1949** Mark V saloon, moderate mileage, exception-  
 ally clean, grey. £675.  
**1948** Jaguar 3½-litre drop head coupe, immaculate  
 throughout, black; £465.—65-69, St. John's  
 Ave., Streatham Rd. S.W.2 (1 minute Streatham Hill  
 Station). Tulse Hill 6464. [C5057]

## JAGUAR

**SWANMORE GARAGE**, offer:—  
**1938** Jaguar 2½ saloon; £335.  
**1939** Jaguar 3½ saloon; £335.  
**1952** Jaguar Mark VII saloon; £1,595.  
**E** XCHANGES or terms.  
**SWANMORE GARAGE**, 1176-1180, Christchurch Rd.,  
 Boscombe, Bournemouth Tel. Southbourne 43344.  
 [C4024]  
**A** UTOBILIA, Ltd., offers:—  
**B** EAUTIFUL post-war Jaguar 3½-litre saloon, colour  
 black, brown upholstery, 25,000 miles only, un-  
 marked, one owner from new; £475.—Pippbrook Garage,  
 Dorking 3691. [1640]  
**P** HILIP RICKARDS, Ltd., offer:—  
**1949** Jaguar 3½-litre saloon, grey, excellent con-  
 dition; part exchanges, deferred terms—5,  
 Brick St., Park Lane, London, W.1. Grosvenor 4772-5.  
 [C3051]  
**G** LANFIELD LAWRENCE offer:—  
**1950** Jaguar 2½-litre Mark V saloon, black, one  
 owner, 25,000 miles, radio and heater, superb  
 throughout; £845—407, High Rd., N.12, Finchley  
 0091. [C2055]  
**M** AYFAIR COUNTRY CARS offer:—  
**M** ARK V, black/brown leather, recorded mileage,  
 25,000, H.M.V. 6, £695.—7, George  
 Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008]  
**G** UY SALMON AUTOMOBILES offer:—  
**1953** (June) XK120 sports 2-seater, grey/cherry  
 red leather, H.M.V. radio, 1,500 miles,  
 virtually a brand new car at a saving of approximately  
 £200; £1,475.  
**1951** Jaguar 3½-litre Mark V drop head coupe,  
 superb condition throughout, £1,065.  
**1951** Jaguar 3½-litre Mark V saloon, metallic  
 grey/grey leather, 22,000 miles, faultless con-  
 dition throughout, £895.  
**1950** Jaguar 2½-litre Mark V saloon, 24,000 miles,  
 exceptionally well maintained example; £850.  
**1948** Jaguar 3½-litre fourseater drop head coupe,  
 20,000 miles, radio and heater, faultless and  
 original condition throughout; £595.—Portsmouth Rd.,  
 Thames Ditton, Esherbrook 5551-2-3. [C4001]  
**R** ICHARDS & CARR, always best value.  
**1953** (July) XK120 hard top coupe, one owner,  
 5,000 miles, numerous extras, literally as  
 new; £1,575.  
**1950** (November) XK120, twin exhausts, spotlights,  
 20,000 miles, untraced, superb condition;  
 £935.  
**35**, Kinnerton St., London, S.W.1. Eleana 5424.  
 [C3045]  
**J** AGUAR Mark V saloon, 1951, beautiful condition,  
 3½-litre; £785.—Elmbridge 2050. [1649]  
**1946** 3½-litre Jaguar saloon, black, radio, heater;  
 £475.—Tel. Downland 699. [1566]  
**J** AGUAR Mark V 2½ 1949, 19,000 miles; £750. or  
 nearest offer.—The Glade, Watford Rd., Northwood.  
 [1353]  
**1953** (August) Mark VII, radio and heater, grey,  
 red upholstery, faultless.—Tel. Fre. 3691.  
 [1892]  
**B** EARTS OF KINGSTON Jaguar specialists, sales,  
 spares, repairs.—102, London Rd., Kingston, Tel.  
 Kin. 3348. [0081/R]  
**£45** deposit or £135.—Jaguar 1½ saloon, guaran-  
 teed—Oldfield, 596, Kensington High St., W.14.  
 Wes. 6631, 9414. [C5029]  
**XK120** July, 1953, grey and blue, under 2,000  
 miles, perfect condition; £1,490.—Box  
 1389. [1843]  
**C** ARS'S MOTOR MART—1948 Jaguar 1½ S.E. saloon,  
 black, unblemished; £595; written guarantee.—5,  
 Warren St., W.1. Euston 3523. [C1040]  
**XK120** roadster, 1951, specimen, £995; XK120,  
 1951, L.H.D., £895.—Performance Cars,  
 see under "Sports Cars." [C3041]  
**1947** Jaguar 3½-litre saloon, in exceptional con-  
 dition; £455 for quick sale.—Bucks Motor Co.,  
 Aylesbury 164. [1890]  
**£295**—Jaguar 1½-litre drop head coupe, 1939,  
 radio, heater, nice condition.—523, Leasowe  
 Rd., Wallasey, Upton 1162. [1745]  
**XK120** 1951 pastel green, green leather, new  
 tyres, one owner; £1,025.—"Latches,"  
 East Dean, Eastbourne. [1825]  
**SS100** 2½-litre, cellulose chrome, new, mechani-  
 cally faultless; £350 o.n.o.—Lieut. (E.)  
 Warne, H.M.S. Dolphin, Gosport. [1722]  
**1953** (Oct. 2) 3-week-old Mk. VII Jaguar, black,  
 garage too small, will sell at list price.  
 17, Bath Rd., Worcester 3732. [1746]  
**1952** Jaguar Mk. VII saloon, black, red leather,  
 immaculate; £100 extras fitted; part exchange  
 invited; £1,295.—Box 1358. [1832]  
**1953** Jaguar Mark VII, 8,700 miles, pastel blue,  
 radio; £1,475.—Malcolm Motors, Ltd., Broad-  
 way Leigh-on-Sea, Tel. 78208. [1615]  
**1950** (Feb.) Jaguar Mark V saloon, black, 29,000  
 miles, radio, heater, in excellent condition;  
 £850.—Bensley, 137, Coventry Rd., Hinxley, Leic.  
 [1814]  
**1948** Jaguar 3½-litre coupe, outstanding; £615.  
 —Gordon Cars (London), Ltd., 373, Euston  
 Rd., London, N.W.1. Eus. 6611. [C2023]  
**1952** Series Mk. VII black and brown, one careful  
 owner, 10,000 miles only; £1,599.—Nichol-  
 son Holcombe Down, Teignmouth 17. [1630]

## JAGUAR

**1938** Ivory Jaguar 2½-litre saloon, engine perfect,  
 carpets new, coachwork almost perfect. £500.  
 Henderson, 30b, Sussex Sq., Brighton. [1707]  
**1947** Jaguar 3½-litre, as new; £545; exchange,  
 terms arranged.—King's Autos, 725/7, High  
 Rd., Seven Kings. Tel. Seven Kings 3536. [C2048]  
**£777**!!!—1950 Mark V Jaguar with spotless body-  
 work, magnificent chassis and beautiful in-  
 terior, absolutely genuine bargain.—Below.  
**£435**!!!—1947 Jaguar 3½ de luxe saloon, fully  
 equipped and in as new condition; 3 months  
 guarantee; hire purchase, exchanges.  
**L** Finchley N.12. (Finchley 221) (East Finchley  
 Underground.) [C2052]  
**395**ins.—Jaguar, September 1947, 3½-litre saloon,  
 sliding head, leather, heater, excellent condi-  
 tion, terms, exchanges.—Rowland Smith, below.  
**175**ins.—Jaguar, November, 1957, 2½-litre saloon,  
 sliding head, leather, very good condition;  
 choice of 5 Jaguars; terms, exchanges, list open 9-7  
 week-days and Saturdays.—Row and Smith, Hampstead  
 (Hampstead Tube), Hampstead 6041. [C3016]  
**1948** Jaguar coupe 3½, new hood, new tyres, radio,  
 25,000 miles, excellent condition; £525.—Blair,  
 Ltd., Dartford, Tel. 3089 between 9 and 5. [1647]  
**1949** Mk. V 3½-litre, grey, red leather, heater,  
 radio, one owner, taxed, immaculate; £725.—  
 K.J. Motors, Ltd., Bromley, Ravensbourne 3456-7-8-9.  
 [1798]  
**DEFINITELY** the most attractive XK120 Jaguar on  
 the market.—Apply for full details to G. P.  
 Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488.  
 [C3016]  
**1950** Mark V Jaguar saloon, black, brown leather,  
 Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston  
 7811. [C4011]  
**1948** Jaguar 3½-litre sports saloon, immaculate  
 condition, guaranteed for 1957, 2½-litre saloon,  
 terms.—Palmer, 3, Russell Gardens Mews, Kenning-  
 ton, W.14. Park 9704. [C3034]  
**1949** Jaguar 3½-litre saloon, 18,000, silver grey  
 with red leather, fitted discs, heater, etc.,  
 excellent condition; £575.—Peter Guest, Ltd., Gar-  
 wood, King's Lynn. Tel. 4129. [1390]  
**1947** Jaguar 2½-litre saloon, splendid condition,  
 refinished black new carpets, excellent mechanical  
 condition; £285.—Below.  
**1939** Jaguar 1½-litre, engine and gear box com-  
 pletely reconditioned in our workshop, new  
 lining fitted, reconditioned black, guaranteed; £300.  
 these cars are genuine, outstanding, we invite your  
 inspection and comparison.—Kirkdale Cars, Cobbs  
 Corner, Sydenham 6129. [C2068]  
**1951** (Dec.) XK120, 10,000 miles, radio, immacu-  
 late; £965.—Clayton's Cars (London), Ltd.,  
 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5  
 lines). [C1050]  
**J** AGUAR Mark VII saloon, October, 1952, 7,000 miles,  
 immaculate, colour grey; £1,500 or nearest offer.—  
 Hills Garage, 5-5, Ennismore Mews, S.W.7, Kensington  
 4080. [1809]  
**1946** (Nov.) 3½-litre Jaguar saloon, gunmetal, red  
 leather, mechanically perfect, coachwork  
 exceptionally good condition, radio, new engine; £475.  
 —Beardmore, 26, Queensway, W.2. Bayswater 0136.  
 [C1015]  
**1952** (April) Jaguar Mark VII saloon, black with  
 brown upholstery, one owner, fitted chrome luggage  
 rack, silver grey with red leather upholstery, excep-  
 tional car; £1,050.—Ringers Rd., Bromley, Kent (20  
 minutes Victoria), Ravensbourne 6479 and 2323. [C3048]  
**1951** Jaguar XK120 roadster, silver with red  
 leather, complete with tonneau cover, has not  
 been raced, very carefully looked after, and is indis-  
 tinguishable from new; £1,550.—Herbert Rothwell,  
 Ltd., Cambridge, Tel. 4461. [C3055]  
**1948** 2½-litre d.h. coupe, ivory, radio disc, quite  
 magnificent; £545, choice of two, immaculate  
 1947 1½-litre, S.E. saloon, from £485; 1938 2½-litre  
 saloon, good example; £248.—London Cars, 592-6,  
 Greenford Rd., Greenford, Middx. Waxlow 2643.  
 [C2056]  
**1953** Jaguar XK120, genuine mileage 650,  
 equipped with super sports modifications in-  
 cluding wire wheels; part exchange, cash adjustment  
 either way for 2½-litre Lagonda, Bristol or similar.—  
 Russell, 18, Queen's Rd., Watford, Tel. 5201. [C2017]  
**JOHNSON & BROWN** offer XK120 Jaguar, December  
 1950, 22,000 miles, one owner, fitted chrome luggage  
 rack, silver grey with red leather upholstery, excep-  
 tional car; £1,050.—Ringers Rd., Bromley, Kent (20  
 minutes Victoria), Ravensbourne 6479 and 2323. [C3048]  
**1939** 3½, black saloon, red hide, reconditioned  
 1947 engine recently fitted, new flooring, car-  
 pets, exhaust systems, etc., bills over £200 during year,  
 mileage 49,000, new Goodyear tyres, topmatt, new  
 £500 o.n.o.—Russell, "Glenlake", Hawick, Scotland.  
 Tel. Hawick 2947. [1622]  
**XK120**—All modifications including C-type head  
 and carburettor only used in summer,  
 15,000, now in standard road trim but owner will  
 convert it to racing F.O.C., spotless condition, greatly  
 increased luggage capacity, unsurpassed performance.  
 —Head, Vintner, Inkerman, Woking, Brookwood  
 3094. [1738]  
**C** AMDEN MOTORS for Jaguars.—A very compre-  
 hensive range of all Jaguars will be found amongst  
 our gigantic selection of 400 cars, 1939 1½-litre  
 saloons from £275, 2½-litre saloons from £195,  
 competition model 100 2-seaters and many post-war models  
 up to the latest Mark VII—see our "Guide to the  
 Show" full page advert. in this issue.  
**C** AMDEN MOTORS, the Jaguar Specialists, Leighton  
 Buzzard Beds. Tel. 224. Open till 8 p.m. Mon-  
 day to Saturdays.—Write for catalogue. [C1055]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Jaguar Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Jaguar cars.—150 Park Lane, W.1. Grovenor 5434. (0873/R)

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3, Ham. 6041. (W4019/R)

**C** COOMBS & SONS (GUILDFORD), Ltd.,

**U**RGENTLY wanted good condition post-war Jaguar cars. offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (0234/R)

**S** SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

**M**AIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. (W4002/R)

**XK120** wanted in good condition for cash.—Full Valentin 4674 after 6 p.m. (W2018)

**XK120** wanted, reasonable price.—Ereking, 24, Commercial Rd., Woking. (W2051)

**M**ARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 6000, Seven Sisters Rd., Tottenham, N.15. (0180/R)

**1953** Mark VII wanted in exchange for 1953 Austin A.70; see A.70 advert. No. 1753. (1752)

**P**ERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8641. (W5041)

**R**ICHARDS & CARR buy XK120, Mark V and Mark VII.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W5045)

**W**T.D., 8.8.100 3½, sports 2-seater for cash, or would exchange 100mph Invicta 4½; no dealers.—Full details to 17, Hamilton Close, London, N.W.8. (W466)

**R. P. POWELL MOTORS, Ltd.,** East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate E.7. Maryland 4618. (0434/R)

**I**MMEDIATELY give us particulars of the Jaguar you wish to sell; our classified index contains names of many purchasers for all models, Jaguars only.—Chesham Garages, Ltd., Ledbury Rd., W.11. Bayswater 2949. (C1042)

## Jaguar Spares and Service

**H**ENLYS, Ltd.,

**E**NGLAND'S Largest Jaguar Service Station,

**G**REAT West Rd., Brentford. (Ealing 5477).

**S**PARES and replacement engines for all models from 1938.

**A**ND at Manchester, Chesham Hill Rd., Deansgate 6618-7. (0435/R)

**Q**UICK completion of repairs.

**S**AUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

**F**ULL stock of spares, Jaguar repairs and maintenance.—Service Station Green Lanes, N.13, Palmers Green 3631-2-3. (B4002/R)

**P**EELE'S MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. (0430/R)

**R. P. POWELL MOTORS, Ltd.,** East London area dealers.—Full repair and spare service available.—321, Romford Rd., Forest Gate E.7. Maryland 4618. (0435/R)

**L**EOARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0529/R)

**L**ANCASHIRE specialised sales, repair and spare parts service large stocks available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4080, Deansgate, Manchester. Tel. Deansgate 4507. (0391/R)

**W**EMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock, specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. (0719/R)

## JEEP

**J**EEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. (0820/R)

**£120** buys a special bargain.—See Metamet, famous for 111 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. (0527/R)

**J**EEPS!!!—Several first-class Willys and Ford Jeeps for sale; also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4834. (C1010)

**1952** (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8545. (0819/R)

**J**EEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuild Jeeps detachable bodies; utilities; 24-hour service.

**M**OTORCRAFT GARAGES, Station Approach, Gungahbury, W.4. Chiswick 3013/0621. (0241/R)

**R**EBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; R.P. terms available.—Mansell & Fisher (see Jeep Spares below). (S3066)

**95**ms.—Jeep (Ford), registered November, 1948, green, electric screenwiper, good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C9018)

**U**NIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.,—Jeep spare parts, home and export; all spares stocked, exchange plan engine, rear box, water pump, etc., new bonds, gasket sets, brake linings, etc., etc.—531-533, High Rd., Chiswick, London, W.4. Chiswick 1919. (0035/R)

## Jeeps Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3, Ham. 6041. (W4019/R)

## Jeep Spares and Service

**J**EEP Service Station, overhauls, repairs, all Jeep parts available, exchange all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785 4732, 4738. (S3066)

## JENSEN

**B**ROOKLANDS: Individuality, new and used cars.

**N**EW Jensen Interceptor saloon available.

**B**UY or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

## JOWETT

**W**M WELBECK MOTORS proudly offer:—

**1953** (July) Javelin standard saloon in black with brown leather, mileage 2,000, absolutely indistinguishable from new; same-as-maker's guarantee; £785 (£815 under cost) (due for renewal).

**1951** (first registered December 30, 1950) Javelin de luxe in maroon with beige hide, 22,000 miles, virtually in new car condition; £565.

**1952** Jupiter, British racing green, 23,000 miles, carefully used, and maintained by Jowett distributors since new; £585.

**P**LEASE make careful note of all these prices, for they give better value for money than we have ever been able to offer before.

**W**ELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 3991. (6 lines). (C4049)

## DICKS

**1953** Jowett Jupiter coupe, shop soiled, works delivery mileage only; choice of two; £850.

**1953** Jowett Jupiter coupe, 900 miles only, registered last month, £100 worth of extras, as brand new; £825.

**1952** Jowett Jupiter coupe, positively as new; £725.—Beise.

**1950** Jowett Javelin saloon de luxe, very superior condition; £575.

**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

## C OF P

**C**LARKE'S OF PIRBRIGHT:

**T**HE Jowett centre of the south.

**D**ISTRIBUTORS.

**N**EW and used Javelins.

**D**ELIVERY from stock:—

**1952** Jupiter, one owner, British Racing Green, supplied and maintained by us, carefully used and in remarkable condition; £585.

**1951** Javelin de luxe saloon, black with beige leather, replacement engine now being fitted; £645.

**A**LL used Javelins are reconditioned.

**A**DAY and night service in Guildford Woking and Aldershot area.

**S**ALES staff available at all times

**P**IRBRIGHT, Surrey.

**B**ROOKWOOD 2201-2. (C1040)

**C**OLLIVER-FISHER, Ltd.,

**T**HE Jowett specialists offer their outstanding motor and sporting specialists:—

**1952** Jowett Javelin de luxe saloon, maroon, beige leather, low mileage; £725.

**STATION** Parade, Northwood, Middx. Tel. 777 (4 lines). (1925)

**H. A. SAUNDERS, Ltd., offer:—**

**1950** Jowett Javelin de luxe saloon, black with brown upholstery, heater, recorded mileage 21,200; £595.

**1952** Jowett Javelin de luxe saloon, metallic grey with red upholstery, heater, recorded mileage 22,800; £695.

**836**—642, High Rd., N.12. Hillside 0024. (C2027)

**M**AYFAIR COUNTRY CARS offer:—

**1952** (June) Jupiter in superb condition, taxed; £675, terms, exchanges.—7, George Yard, Grovenor St., W.1. Mayfair 0131. (C3088)

**D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—**

**1949** Jowett Javelin, one owner, fitted H.M.V. wireless, heater and accessories, excellent condition, £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield Howard 1631. (C4009)

**H. M. BENTLEY & PARTNERS, Ltd., offer:—**

**1953** (July) Javelin de luxe saloon, 1,800 miles; £665.

**1950** Javelin de luxe saloon, one owner, Series III engine; £600.

**9** Albemarle St., London W.1. Tel. Grovenor 5551. (C1018)

**F**AIRMAN & SONS, Ltd., East Surrey distributors

**1953** Jupiter MR.1, scarlet, unregistered, shop soiled, bargain £850; also new Javelin de luxe saloons in stock, complete spares stocks.—Horley Surrey. Tel. Horley 17. (0961/R)

**£485**—1949 Jowett Javelin de luxe, black with brown leather, heater and radio, modified engine.

**D**ENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

## JOWETT

**1950** Javelin special convertible, 4 seats, exceptional luggage room; sale or exchange Ford.—Fairley, Bramall Lane, Sheffield. (1661)

**G**ODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs, and new and used sales; factory trained mechanics.

**G**ODFREYS, Ltd., 228, 234, London Rd., Croydon, Cro. 3641-2; 208, Gt. Portland St., W.1. Eus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. (0463/R)

**1953** Jupiter 3-seater convertible, 230 miles only, quite new, unblemished condition, fully guaranteed; £850.—Below.

**1953** Javelin saloon 212 miles only, in new unblemished condition, fully guaranteed; £897.—H. A. Saunders, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

**1952** Jowett Jupiter 2-seater black; £675.—Gordon Cats (London) Ltd. 373 Euston Rd., N.W.1. Eus. 6611. (C2023)

**1938** Jowett 8 saloon; £195; exchange, terms arranged.—King's Autos, 725/7, High Rd., Seven Kings Tel. Seven Kings 5536. (C2048)

**1949** Jowett Javelin, Golden Sand, genuine one owner car at very reasonable price.—South-east Counties Garages, Crawley 366, Sussex. (1877)

**C**ARR'S MOTOR MART.—1949 Javelin saloon, blue, leather heater, unblemished, 26,000 miles; £485; written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

**1949** Javelin de luxe, black, choice of two, £475 and £500; also 1951 de luxe, maroon, radio, £650.—Buntings, Jowett Specialists, Harrow 6225-6. (1876)

**£165**—1936 Jowett 2-cylinder saloon, 30,000 miles, one owner, most exceptional condition, runs as new.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. (C1028)

**1950** Javelin de luxe saloon, black/brown leather, regularly maintained by us; £585.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kingston 2241-2. (C4053)

**1951** (Nov.) Javelin de luxe saloon, black/brown leather, 15,000 recorded mileage, perfect order; £575.—O. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (C4055)

**C**OOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. (0302/R)

**1951** (first reg. March, 1953) Javelin saloon, blue, fitted radio, heater and loose covers, 12,000 miles, one owner, immaculate condition, £745.—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. (1902)

**1952** Jowett Javelin de luxe saloon, black with brown leather, fitted heater, showroom condition; £665.—W. Brindley (Garages), Ltd. Birches Bridge Garage, Codsall, Tel. 126. (1896)

**S**UPERB Javelin, Tampico beige, 17,000 miles since new, £50 extras, smarter than new, must be seen to be believed, one owner only; £650.—Buntings, Jowett Agency, Bonnersfield Lane, Harrow. Tel. 6225-6. (1875)

**L**IVERPOOL.—Jupiter 1953 (May) convertible coupe, ivory with red leather, immaculate condition and mechanically as new, mileage 5,900, extras, pip tonneau and tartan seat covers, owner posted Far East, a joy to drive; bargain price.

**C**ARR'S MOTORS, Hardman St., Liverpool, Tel. Royal 5141. (1768)

**J**OWETT Javelin, 1950 series, colour beige, fawn upholstery, 4 new tyres, new battery, brakes re-lined, heater, tartan covers, carefully used and maintained, mileage 20,000 approx. superb condition throughout, any examination welcomed, price £445.—Tel. Vandike 4958 or 2975 (London) 10 30 to 6. (1873)

**1952** Javelin saloon, 8,000 miles, black, unblemished appearance, speedometer mechanical condition; £675 three months' written guarantee; service after sale, exchanges, deferred h.p.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.3 (at North Circular Cross Road, three minutes' Trolley East Finchley tube), Finchley 0052. (C4065)

**S**PECIMEN 1950 (July) Javelin de luxe saloon, colour silver birch grey with red hide interior, in excellent condition throughout, fitted H.M.V. push-button radio, heater; the engine has been regularly serviced by us; excellent value at £550.—Gordon White & Co. Ltd., the Jowett Distributors, Gerrards Cross 2077. (1776)

## Jowett Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. (0874/R)

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**W**M WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3991. Largest Jowett stockists in the country, would very much like to buy your Javelin if it is quite perfect and exceptional for its year. (W4049)

**D**ICKS the Jowett agents.

**F**OR immediate purchase of your Jowett.

**D**ICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn, Maida Vale 6888-9. (W1072)

**J**UPITER 1951 wanted by private buyer.—Mayfair 8977. (1990)

**J**UPITER in good condition for cash.—Tel. Valentin 4674 after 6 p.m. (W2018)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Jowett Cars Wanted**  
FULL value paid for Jowett or similar.—54, Streat-  
ham Hill, S.W.2. Tulse Hill 2676. (W5016)

**JAVELIN and Jupiter wanted**—Richards & Carr 45  
Kinnerton St. London, S.W.1. Sloane 5424. (W3045)

**Jowett Spares and Service**  
COLLIER-FISHER, Ltd., unsurpassed service spares  
and replacement units.—Northwood, Middlesex. Tel.  
777 (4 lines). (0006/R)

**KINGSTON-ON-THAMES**—Distributors for Jowett,  
all facilities available.—G. W. Wilkin, Ltd., 1,  
Weston Park and 84, Eden St., Kingston, Kin. 2241-2.  
184055/R

**BUNTINGS MOTOR EXCHANGE** offer unrivalled ser-  
vice of spares and repairs for Jowett Javelins,  
Bradford and pre-war Jowetts.—Bonnersfield Lane,  
Harrow, Tel. 6225-6. (0073/R)

**A.V. MOTORS, Ltd.**, Park Rd., Teddington Middle-  
sex, Tel. Kingston 0710.—The Jowett specialists  
and area agents, over 28 years' Jowett experience,  
spares and service. (0759/R)

**MOTORING to London?** Bring your Jowett to the  
West End service centre for "Energoi B.P. Lubri-  
cation" repairs, spares.—Wimbush's (East. 1769),  
Headford Place, Hyde Park Corner, S.W.1. Sloane 0151.  
10167/R

## LAGO TALBOT

**1951** (show model, 1950) LAGO Talbot 2½-litre 2-  
door full 4-seater sports saloon by Sciochuk  
of Paris, maroon, fawn hide, fitted sun roof, heater,  
radio and every refinement, a most handsome car with  
an outstanding performance condition throughout  
quite exceptional, cost over £4,500, outstanding value,  
£1,795, exchanges, deferred terms.—John S. Truscott,  
Ltd., 178, Westbourne Grove, W.11. Bay. 4274. (04035)

## LAGONDA

**SWANMORE GARAGE offer:**—

**1940** Lagonda Rapide drop head coupe; £1,175.

**EXCHANGES or terms**

**SWANMORE GARAGE**, 1176-1180, Christchurch Rd.,  
Boscombe, Bournemouth. Tel. Southbourne 45544.  
(04024)

**METCALFE & MUNDY, Ltd.**

**1950** Lagonda 2½ saloon, 35,000 miles, black with  
green leather, immaculate condition throughout,  
out, complete Lagonda works history, H.M.V. radio;  
£1,250. (C9364)

**280** Old Brompton Rd. S.W.5. Fremantle 5471.

**GUY SALMON AUTOMOBILES offer:**—

**1953** (June) Lagonda 2½-litre Tickford drop head  
coupe, silver grey, red leather upholstery,  
Vantage engine, H.M.V. radio, rev. counter, Ace Huns-  
bellahers, screen washers, 2,500 miles, fitted standard  
Dunlop Fort; £2,550; Dunlop Whitewall covers available  
at extra cost.

**1950** Lagonda 2½-litre drop head coupe, one owner,  
just completely overhauled and passed by  
makers, new hood, faultless condition; £1,550.—Porta-  
mouth Rd., Thames Ditton, Esherbrook 5551-2. (C4001)

**BROOKLANDS**, Lagonda Distributors; latest models.

**1952** Lagonda 2½-litre saloon, 15,000 miles.

**1952** Lagonda 2½-litre coupe, 17,000 miles.

**1950** Lagonda 2½-litre saloon, small mileage.

**BUY or sell your car at**

**103** New Bond St., London W.1. Mayfair 8351-6. (C1029)

**1930** 3-litre Lagonda open tourer; £140.—Nether-  
wood Hall Lane, Hindley, Wigan. (1626)

**DAVIES MOTORS, Ltd.** (managing director J. E.  
Davies, 20 years' service manager to Lagonda, Ltd.,  
**1937** since complete engine and chassis overhaul  
and coachwork recoloured.

**1937** 4½-litre L.G.45 Rapide sports 4-seater, out-  
side exhaust pipes, exceptionally well main-  
tained throughout.

**1937** 4½-litre L.G.45 4-seater drop head coupe, now  
in course of general works check-over.

**FURTHER** particulars of these and other models now  
in course of preparation available on request; any  
make taken in part exchange.

**W.E.** shall be pleased to send a fully qualified en-  
gineer to test your car and discuss minor or  
major overhauls.

**DAVIES MOTORS, Ltd.**, 273, London Rd. Staines,  
Tel. Staines 4211-2-3-4-5 or (private) Walton-on-  
Thames 1562. (C1080)

**PERFORMANCE CARS** good selection, always avail-  
able; written guarantee.—See under "Sports Cars." (C5041/R)

**LAGONDA** 2½-litre drop head coupe, July 1953,  
maroon, beige upholstery, H.M.V. radio, seat  
covers, 6,500 miles; £2,200.—Box 1390. (1844)

**1952** 2½-litre drop head four-seater coupe; this car  
is as new, very small mileage, many extras,  
£1,800; terms, exchanges.—Tel. Retnant 5071. (1717)

**1938** V.12 short chassis sports saloon, 31,000 miles,  
believed genuine, confidently offered as best  
V.12 available; £675.—Richards & Carr, 35, Kinnerton  
St., London, S.W.1. Sloane 5424. (C3045)

**1952** Lagonda drop head coupe, maroon, beige  
upholstery, fitted radio, 8,000 miles, im-  
maculate condition, just serviced Lagonda's, passed  
100%; seen London; price £1,950.—Box 0628. (1651)

**1952** Lagonda drop head coupe, maroon, beige up-  
holstery, radio, 8,000 miles only, immaculate  
condition, just serviced by Lagonda's, passed 100%,  
written guarantee; £1,950; h.p. terms and exchanges.  
Seen £1.

**DAVIES MOTORS, Ltd.**, 75-75, Albany St., N.W.1.  
Ruston 6994 (1701)

## LAGONDA

**225** gns.—Lagonda, September 1934, 4½-litre Free-  
stone & Webb four-seater drop head coupe,  
green, leather, radio, carefully used, exceptional con-  
dition; terms, exchanges; list, open 9-7 week-days  
and Saturdays.—Rowland Smith, Hampstead (Hamp-  
stead Tube). (C4018)

## Lagonda Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash  
prices for Lagonda's.—Hampstead (Tube), N.W.3.  
Ham. 6041. (W4018/R)

**PERFORMANCE CARS** urgently require Lagonda's.—  
Great West Rd., Brentford, Middlesex. Ealing 9641.  
(W3041)

## Lagonda Spares and Service

**DAVIES MOTORS, Ltd.** (managing director J. E.  
Davies, 20 years' service manager to Lagonda,  
Ltd.) for all forms of Lagonda repair and maintenance  
—no matter what its type we can offer specialised ser-  
vice.

**273** London Rd., Staines. Tel. Staines 4211-2-3-  
4-5. We are open on Saturday mornings. (51080)

## LANCHESTER

**CYRIL SHEPPARD OF READING offers:**—

**1939** Lanchester 14 sports saloon, maroon/black;  
£295.—"Sheppards Hill," London Rd., Read-  
ing. Sonning 2345-6. (1915)

**STRATSTONE, Ltd.**, Lanchester Distributors.

**L** LANCHESTER 14hp saloon (1953), grey with red  
leather, small mileage, as new; £1,095.

**L** LANCHESTER 10hp saloon by Barker (1951), black  
with brown leather, 14,000 miles, excellent; £795.

**L** LANCHESTER 10hp saloon (Nov. 1948), black with  
red interior, low mileage; £575.

**STRATSTONE**, 40, Berkeley St., W.1 (Mayfair 4404).  
Service, 7, Herbrand St., Russell Square, W.C.1.  
(Terminus 7464). (C4022)

## A

## GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by  
spending a few shillings  
on an advertisement in  
these columns.

Many thousands of readers  
search "THE AUTOCAR"  
each week and will see  
YOUR advertisement.

**£125**—Mulliner 4-door saloon 1936 11hp, taxed, or  
ton Buzzard 2172. (C1087)

**£45**—Special offer 1934 Lanchester 10 4-door  
saloon, running order.—Bray Motors, 180-184,  
West End Lane, N.W.6. Hampstead 6490. (C1034)

**1939** 40 Lanchester 14 Roadster saloon, black,  
brown leather interior, in really excellent  
condition throughout, any examination; £250.

**MAIDSTONE ENGINEERING Co.**, Cross St., Pendle-  
ton, Salford, 6 Manchester, Pen. 3457. (C3000)

**£495**!!! Late registration 1947 Lanchester 10hp 4-  
door saloon de luxe, a genuine one-owner  
car since new of very moderate mileage and in really  
beautiful condition.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel.  
2041. Open till 8 p.m. Mondays to Saturdays.  
Write for catalogue. 400 cars in stock—See "Guide to  
the Show" full page advert in this issue. (C1035)

**365** gns.—Lanchester 10, September 1945 (post-war  
series), de luxe saloon, grey, sliding head, blue  
leather, i.f.s. very good condition; terms, exchanges.  
—Rowland Smith, below.

**265** gns.—Lanchester 11, 1939 model, sports saloon,  
black, sliding head, red leather, excellent con-  
dition; terms, exchanges.—Rowland Smith, below.

**245** gns.—Lanchester 14, 1939, Roadster de luxe  
saloon, black, sliding head, red leather, ex-  
cellent condition; terms, exchanges; list, open 9-7  
week-days and Saturdays.—Rowland Smith, Hampstead  
(Hampstead Tube). (C4018)

## Lanchester Cars Wanted

**KIRKWOOD CARS** buy pre-war Lanchesters.—78,  
Streatham Hill, S.W.2. Tulse Hill 1298. (W2037)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash  
prices for Lanchester.—Hampstead (Tube), N.W.3.  
Ham. 6041. (W4018/R)

**L** LANCHESTER cars wanted in part exchange for new  
models, write or phone Ralph Clews, at the old-  
established Lanchester Agents, Coventry Motor Mart  
Ltd., Coventry 2146. (0442)

## Lanchester Spares and Service

**ARCOT ENGINEERING, Ltd.**—Preselcted gear boxes,  
exchanges and repairs.—169, Fulham Rd., S.W.3.  
Kensington 7301. (0257/R)

**CHOYDON**—Donald Vince & Co., Ltd., Daimler and  
Lanchester specialists, for sales and service.—Kid-  
derminster Rd., Croydon 5775. (0665)

**ALLEN'S**, Victoria Rise, Clapham, S.W.4. Lanchester  
and Daimler appointed agents and specialists for  
spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199.  
(0642/R)

## LANCIA

**L. P. WARD, Ltd.**

**1938** Lancia Aprilia in excellent condition, fitted  
radio.

**L. F. WARD, Ltd.**, Grange Road Garage, Grange Rd.,  
Thornton Heath. Tel. Thornton Heath 5347.  
London office: Mayfair 0146. (C4043)

**R. F. FUGGLE, Ltd.**

**1938** Lancia Aprilia, a very well maintained motor  
car in good condition throughout; £445.

**R. FUGGLE, Ltd.**, Bushey Heath, Herts. Tel.  
1685. (C5017)

**BRIDGE GARAGE offer:**—

**1937** Lancia Aprilia, a completely refurbished, re-  
cellulosed, retinted, special twin carburettor  
engine, sprung wheel, Scintilla and oil coil, radio,  
heater, many spares, 7 wheels, 12 tyres, radiator,  
cylinder head, carburettors; £475 o.n.o.—Bridge  
Garage, Pinner 1560. (1899)

**MAIDSTONE ENGINEERING Co.**

**THE Northern Lancia specialists, offer:**—

**1938-9** Aprilia saloon, most beautifully and  
attractively recoloured in royal blue and  
grey, fitted blue leather interior with new set of loose  
covers, this car has had £200 spent on engine in last  
12 months, fitted new set of India tyres, many extras,  
tased, a most attractive example; £595; choice of three  
saloons and one coupe.

**CROSS St.**, Pendleton, Salford, 6, Manchester, Pen.  
3457. (C3000)

**JOHN S. TRUSCOTT, Ltd.**, for Lancia.

**UNIQUE** opportunity, 1950 Aprilia 2nd series standard  
saloon, dark blue, finest red hide, many extras,  
complete history known since new, outstanding condi-  
tion; also one or two pre-war Aprilia standard saloons  
in outstanding condition.

**EXCHANGES, deferred terms.**

**173**, Westbourne Grove, W.11. Bay. 4274. (C4035)

**Chipstead Motors, Ltd.**—See our advertisement  
under "Sports Cars." (C1046)

**LANCIA Aprilia**, 1937, metallic grey, 1939 wheels, new  
tyres, recent £240 overhaul, a good specimen;  
£395.—The Hindhead Motor Works, Ltd., Hindhead,  
Surrey. Tel. Hindhead 663. (3061)

**1939** Aprilia drop head coupe by Ghia, lovely  
appearance, good mechanical condition; £495;  
3 months' written guarantee; free after-sales service;  
exchanges, deferred.—Harold Simons, Ltd., 379-401,  
High Rd., East Finchley, N.2 (at North Circular Cross  
Road, 5 minutes trolley East Finchley tube). Finchley  
0052-53. (C5065)

## Lancia Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash  
prices for Lancia.—Hampstead (Tube), N.W.3.  
Ham. 6041. (W4018/R)

**KEVILL DAVIES & MARCH, Ltd.**, will buy second-  
hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley  
Sq., W.1. Gros. 2563. (W2054/R)

**LANCIA**—John S. Truscott, Ltd., urgently require  
good examples; highest prices for cash or exchange.  
—178, Westbourne Grove, W.11. Bay. 4274. (W4035)

## Lancia Spares and Service

**LANCIA (ENGLAND), Ltd.**—English branch and sole  
representative of the famous Italian company,  
all servicing and repair work, reconditioning, etc.,  
carried out by our own staff of specialised mechanics,  
genuine Lancia factory made spare parts available and  
supplied at short notice.—For information regarding  
general service reconditioning, technical data, etc.  
apply Lancia Works, Alpertown, Wembley. (Perivale  
5656). (0320/R)

## LEA-FRANCIS

**B. J. HUNTER, Ltd.** offer:

**1947** Lea-Francis saloon, fitted radio, very attrac-  
tive car; £325.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway,  
N.W.2. Tel. Gladstone 6503. (C2040)

**CHARLES FOLLETT, Ltd.**, Sole Distributors Lea-  
Francis, London & Home Counties, offer the follow-  
ing:

**1951** model Lea-Francis 14-70 streamlined saloon,  
black, radio, heater, one owner, 22,000 miles,  
outstanding condition, maintained by us since new,  
full history available; £975 (cost new £1,750).

**1950** owner, radio and heater, full history avail-  
able, guaranteed 3 months; £1,025.

**1949** Lea-Francis 14hp 6-light streamlined saloon,  
heater and spotlight, 44,000 miles, serviced;

**IMMEDIATE** delivery of new Lea-Francis 14hp sal.,  
colour dark green, green leather, heater and demister;  
at new list price £1,261/19/2 including P. Tax.

**18**, Berkeley St. W.1. Mayfair 6266.

**SERVICE Works & Stores**—Barnsdale Yard off  
Elgin Ave., W.9. Cunningham 5936. (C2010)

**1949** (Sept.) super sports 2-seater, very fast and  
in perfect condition throughout, finished in  
ivory and red; £495.

**GEORGE NEWMAN & Co. (BRIGHTON), Ltd.**, 39-  
40, Old Steine, Brighton, Tel. Brighton 23102. 6-4.  
(1971)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LEA-FRANCIS

**£495**—1948 Lea-Francis 1½-litre saloon de luxe, specimen condition, absolute gift price; 3 months' guarantee; hire purchase, exchanges. L. AMPS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

**1951** model Lea-Francis 14hp saloon, with sliding roof and heater, finished in black with brown hide, fitted seat covers, total mileage 26,000; £595; Robbins, East Putney. Tel. 4551. (C3010)

**J. DAVY** offers 1950 Lea-Francis with manufacturer's 4-door wooden utility body, one lifted owner, only 14,000 miles; present list price over £1,500; offered at £675—180-184, Kensington High St. (Western 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (C1069)

**1949** Lea-Francis super sports 2-4-seater, fitted with new engine, British racing gear, fast, very good looking, economical; £595; three months' written guarantee; service after sale; exchanges, deferred—Harold Simons, Ltd., 297-301, High Rd., East Finchley, N.2 (at North Circular Cross Road, three minutes trolley East Finchley tube). Finchley 0952-53. (C3065)

## Lea-Francis Cars Wanted

**B. J. HUNTER, Ltd.,**

FOR immediate purchase of your Lea-Francis.

**B. J. HUNTER, Ltd., 23, Cricklewood Broadway, M.W.2. Gladstone 6305.** (W3040)

**ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for Lea-Francis—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**CHARLES POLLETT, Ltd.**—Lea-Francis distributors for London and the Home Counties are always ready to hear from Lea-Francis owners. **SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**OFFICIAL Lea-Francis London Service Station, Works and Stores:**—**BARNSDALE** Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. (0595/R)

## Lea-Francis Spares and Service

**LEA-FRANCIS CARS, Ltd.**

**SPARES** and service for all models from the manufacturers—Head Office and Works: Much Park St., Coventry, Tel. 60204-5-6. (0392/R)

**CHARLES POLLETT, Ltd.**—Lea-Francis distributors for London and the Home Counties are always ready to hear from Lea-Francis owners. **SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**OFFICIAL Lea-Francis London Service Station, Works and Stores:**—**BARNSDALE** Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. (0595/R)

**GLANFIELD LAWRENCE**, 2-10, City Rd., Cardiff. Lea-Francis Distributors East Glamorgan. Spares and service. (0663/R)

## LINCOLN

**LINCOLN V.12 1947**, 1½-d. radio, heater, many extras, new engine, immaculate, splendid car; £625.—Kerma Motors, Randolph St., N.W.1. Gulliver 5611. (1655)

**ON** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (0747/R)

**1937** model Lincoln 7-passenger double enclosed limousine, face forward occasionally, by Hooper, immaculate throughout, cost £2,250; offered at the special price of £275; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

## LINCOLN-ZEPHYR

**GUY ALFRED & Co., Ltd.**—1952 Lincoln-Zephyr, heater, radio, loose covers, spot and reversing lights, chromium flash tail exhaust, standing condition; 6-7, Warren St., W.1. Euston 3268. (C1005)

## MERCEDES

**MERCEDES**—Taylor & Crawley, Official Retailers, come and drive our demonstrators; part exchanges and terms.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. (C4056)

## MERCEDES-BENZ

**MERCEDES-BENZ** (Great Britain), Ltd. offer:—

**1939** Type 230 4-door saloon, continental steering, black and red with red leather upholstery, may be seen by appointment.—Victoria 8715-6. (C3003)

## Mercedes-Benz Spares and Service

**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**, Sales Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6. Night Service: Victoria 3144. (3475)

## MERCURY

**ON** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (0748/R)

## M.G.

**DICKS**—M.G. 1½-litre saloon, most attractive and economical car; £525.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

**CAR MART, Ltd.**

**1952** M.G. T.D. 13,000 miles; £550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3144. (C1039)

**COACHCRAFT** offer:—

**£225**—1939/40 M.G. 19hp foursome drop head coupe, reconditioned throughout and an exceptional example in every way, will appeal to knowledgeable M.G. enthusiasts; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1053)

## M.G.

## PC PERFORMANCE CARS.

**THE** biggest and best guaranteed selection of sports cars in the country.

**LARGE** selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

**CHOICE** of 3 T.C.s, 1948, red, £245; 1947, black, £385; 1946, black, £365.

**1940** T.B., black, £325; choice of 8 T.A.s, 1939, black, £295; 1938, cream, £295; 1937, green, £275.

**P.B.**, 1936, specimen, £245; ex-Harewood blown P.B., as faced, £275.

**CHOICE** of 4 P.A.s, 1935, £225; 1934, £195; 1934, £165; 1934, £145.

**CHOICE** of 4 J.2s, 1935, red, £145; 1935, black, £155; 1935, green, £145; 1935, cream and red, £145.

**CHOICE** of 2-litre 18hp saloons, 1938, £245; 1937, £195; 1936, £165; 1938 2-litre d/h foursome, £265.

**1938** V.A. 12hp tourer, £505; 1939 V.A. 12hp d/h foursome, £525; 1932 Magna coupe, £125.

**IMMEDIATE** hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars."

**PERFORMANCE CARS**, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841. (C5041)

**GATEHOUSE** offer:—

**1947** M.G. T.C. Midget, specimen car, black, a car proud to own; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

**R. C. WIMBUSH, Ltd.**, offer:—

**MARK II** M.G. T.D. (June, 1953), cream with red, 3,500 miles, very carefully run in; £775.

**312**, Earls Court Rd., S.W.5. Fremantle 8401. (C4056)

**SAUL & SLATTER, Ltd.**, offer:—

**1953** M.G. T.D., finished in red, immaculate condition; £635.

**44**, Alderman's Hill, N.15. Tel. Palmers Green 3631-2-3. (C4002)

**ALCLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

**1948** M.G. 1½-litre saloon, black, red leather, heater, radio, excellent order throughout; £595.

**ALBO** 1947 M.G. 1½-litre saloon, two-tone green beige leather, loose covers; £475. (C1001)

**£444**—1949 M.G. T.C. sports 2-seater, the finest example you have seen.—Below.

**£245**—1938 M.G. 2-litre sports saloon, magnificent, maintained, genuine example; 3 months' guarantee; hire purchase, exchanges.

**LAMBS**, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

**1953** new M.G. T.D., choice of colours, immediate delivery, £751/19/2.—Below.

**1947** M.G. 1½ saloon, green, with green leather, genuine 36,000 miles, perfect throughout; £495.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1599)

**1953** (May) M.G. T.D. 2-seater, 5,000 miles only, one owner, finished ivory and red; £535.

**RIPCO**, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London W.1. Hyde Park 2952-4. (C5052)

**PARADE MOTORS (MITCHELL), Ltd.**—See our display advert on page 247. (C5056)

**BEARTS** of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. (0092/R)

**UNIVERSITY MOTORS, Ltd.**, guaranteed cars always available.—80 Piccadilly, W.1. Grosvenor 4141. (0390/P)

**1951** model 1½-litre M.G. saloon, bronze with beige leather upholstery, exceptional condition throughout; £595.—Below.

**MAYFAIR CARRIAGE CO., Ltd.**, The Hyde, Edgware Rd., N.W.9. Col. 6082. (C5004)

**£325**—M.G. 1½-litre 1939 drop head foursome, an exceptionally well kept car, original cellulose, just restored first time; many others.

**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

**1938** 1½-litre M.G. tourer, green with green leather upholstery, one owner since new, exceptional condition throughout; £295.

**MAYFAIR CARRIAGE CO., Ltd.**, The Hyde, Edgware Rd., N.W.9. Col. 6082. (C5004)

**M.G.** 2-litre (1937-8) saloon, superb appearance (black and chrome) excellent performance; £175.—11, Valley Rd., Littleover, Derby. (1751)

**495** ens.—M.G. Midget 1950 T.D. 2-seater, ivory, green leather, radio, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

**425** ens.—M.G. Midget 1949 T.C. 2-seater, ivory, excellent condition; terms, exchanges.—Rowland Smith, below.

**365** ens.—M.G. Midget 1947 T.C. 2-seater, very good condition, choice of 5 post-war Midgets; terms, exchanges.—Rowland Smith, below.

**325** ens.—M.G. 1939 2-litre sports saloon, sliding head, leather, radio, Windtunes, discs, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**1953** M.G. T.D., green, 3,500 miles, luggage grid, tonneau cover as new; £665.—After 6.30. Gro. 7404. (1696)

**1951** (July) 1½-litre saloon black, one owner, heater, radio, mileage 20,000, really new original condition; £615.—Lee Green 0384. (1856)

**M.G.** 1936 (May) 2-litre saloon, well maintained and in good condition throughout, taxed, any trial; £125.—Bransil, 89, Weston Rd., Stafford. Tel. 699. (1856)

## M.G.

**£550**—1952, model M.G. T.D., black with red leather, 14,000 miles, new condition.—G. & Hall, Ltd., 302, King St., Hammersmith W.6. Riverside 2881. (C2051)

**1953** (May) M.G. TD 2-str., green/beige, 6,300 miles, grid, tax, indistinguishable from new; £530.—Leavers, Ltd., M.G. Dealers, Henley-on-Thames, Tel. 198. (1764)

**1938** M.G. 1½-litre drop head coupe, really superb order, new hood, engine completely overhauled 1000 miles ago, believed to be the finest example obtainable to-day; 3 months' guarantee; £295.

**C & W MOTORS, Ltd.**, Queen's Head Garage, East C. End Rd., N.3. Finchley 6236 (3 lines). (C1061)

**M.G.** TD, red, heater, many extras, showroom condition, excellent mechanically, never bogged, 15,000 miles; £550, offers.—Bradfield, Northwood 2128. (1827)

**ROSE & YOUNG, Ltd.**, offer: 1951 M.G. 1½-litre saloon, low mileage, immaculate, black; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6644. (C5057)

**1936** P.B. Airline coupe, recently fitted by Toulmin Motors with new exhaust system, brake drums and liners, valves, camshaft bearings, rockers, bushes, and new carburetors; £165.—97, Cromwell Rd., E.W.7. Fro. 1161. (1697)

**1953** (July) T.D. M.G., cream, green upholstery, fitted with wireless, chrome luggage rack, spot, fog, badge bar, under 4,000 miles, really immaculate condition, owner selling due to impending increase in family; offers nearest £700.—Box 1398. (1880)

**CAMDEN MOTORS** for M.G. Midgets.—Amongst our gigantic selection of 300 cars we have various M.G. Midgets from J.3 series up to the latest T.D. model; see our "Guide to the Show" full-page advert in this issue.

**CAMDEN MOTORS** for M.G. Midgets.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue. (C1035)

**1949** M.G. T.C. 2-seater, superb condition throughout, 23,000 miles only, fitted with Laystall Lucas cylinder head, one private owner, finished cream with red interior, many useful extras.—Cray & Lambert, Ltd., Austin House, The Avenue, Southampton Tel. Southampton 3991. (1748)

**JACK ROSE, Ltd.** (M.G. agents and stockists), offer: 1950 1½ saloon in 2 shades of green, excellent condition inside and out; £565; also 1951 1½ saloon, a beautiful car, almost unmarked; £675; and a 1949 T.C. 2-seater, in cream, £430.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. (C5056)

**T.A. Midget** (1938), very sound throughout, extremely fast, new water pump, new starter, new screens, new radiator mud, Lucas Hammerthrower and stoplights, new batteries and tyres; genuine bargain; 2000ms.—Donald Pitt, Amberley 2245, Gloucestershire. (1731)

## M.G. Cars Wanted

**C** **THE CAR MART, Ltd.**, wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. (0996/R)

**R** **ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for M.G.—Hamstead (Tube), N.W.5, Ham. 6041. (W4018/R)

**MAYFAIR GARAGES, Ltd.**, top cash prices for M.G.s.—Balderton St., W.1. Mayfair 5104, 0696

**M.G.** in good condition for cash.—Tel. Valentine 4674 after 6 p.m. (W2018)

**REQUIRED**, good used M.G.-G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

**PERFORMANCE CARS** urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W5041)

**CASH** immediately for good M.G.—Details please to H. F. Edwards, 19, Sealrook Rd., Hythe, Kent. Tel. Hythe 67511. (W2059)

**M.G. 2-seater** wanted, pre-war if faultless condition.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. (7341)

**URGENTLY** required, 1947-51 M.G. 1½ saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1435)

## M.G. Spares and Service

**ROGERS GARAGE**—M.G. repairs and service.—Wellensley Ave., Hammersmith, W.6. Riv. 2644. (85054)

**PERFORMANCE CARS**—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. (185041/R)

**UNIVERSITY MOTORS, Ltd.**—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. (0504/R)

**M.G. Spares**, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc. replacement camshafts, rockers, dynamo, lead springs, wheels, hub, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3055. (0435/R)

**TOULMIN MOTORS** specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types F, J, T and L, and N. Magnetite exchange service dynamo, starters, crankshafts w/h rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

**WRITE** or phone Toulmin Motors, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2236 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (0345/R)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORGAN

**265** gns.—Morgan 4/4 1939 sports 2-seater, 2 spares, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 8041. [C4018]

**ROSE & YOUNG, Ltd.**, offer 1952 Morgan Plus-4 2-seater, speed, 9,000, one owner, immaculate condition; £495.—65-69, Stenhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tel. Hill 6104. [C3057]

## Morgan Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**WANTED**, post-war Morgan 4-4; full details and price to—Box 1856. [1830]

**WANTED**, Morgan 4/4 4-seater, post-war and in good condition.—A. J. Penny, Culford School, Bury St. Edmunds. [1795]

**CASH** immediately for good Morgan.—Details please to H. F. Edwards, 250, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

## Morgan Spares and Service

**MORGAN** 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7753. [0514/R]

**MORGANS**—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R]

## MORRIS MINOR

## LEX.

**1952** (October) 4-door Morris Minor saloon, grey, red leather, wing mirrors, heater, immaculate condition, 10,000 miles; £575.—Lex Garage, Ltd., Lexington St., Piccadilly, W.1. Gerrard 8600. [1914]

## CAR MART, Ltd.

**1953** Morris Minor tourer, 9,000 miles; £558.

**1951** Morris Minor saloon, heater, 21,000 miles; £465.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1089]

## NEWHAMS Ltd.

**1952** Morris Minor convertible, black, exceptionally well maintained; £495.

**NEWHAM** House, 255-7-9, Hammer Smith Rd., London W.6. Riverside 4046. [C3024]

## GATEHOUSE offer:—

**1951** Morris Minor convertible, black, good condition in every respect; £450.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C3031]

## PHILIP RICKARDS, Ltd., offer:—

**1953** Morris Minor 2-door saloon, grey, 3,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051]

## METROPOLITAN MOTORS offer:—

**1950** Morris Minor saloon, taxed year, excellent condition throughout; £510.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [7087]

## WARWICK WRIGHT, Ltd., offer:—

**1953** Morris Minor 4-door engine 3-door saloon, grey, 10,000 miles; £495.—150, New Bond St., W.1. Mayfair 9761. [C4045]

## ENGINES RECONDITIONED, Ltd., offer:

**1951** Morris Minor saloon, 25,000 miles only; £495.—333, Finner Rd., Harrow. Tel. Harrow 5366. [1760]

## D. J. SHEPHERD &amp; Co. (ENFIELD), Ltd.

**1953** Morris Minor 2-door saloon, colour green, very small mileage, immaculate condition, taxed, £595.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hatfield Rd., Enfield. Howard 1631. [C4009]

## HENDON CENTRAL GARAGE, Ltd., offer:—

**1951** Morris Minor convertible, 17,000 miles, taxed, as new; £510.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034]

**1953** (October) Morris Minor 3-door saloon.—Webbidge 600. [C4023]

**1952** Morris Minor 1-tone colour saloon, heater and running extras; £525; 3 months' guarantee; terms and exchanges.

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey. Mountview 5226 and 5774. [C4054]

**83** miles only.—1953 Morris Minor 2-dr. saloon; £645.—British & Colonial Motors, Ltd., 13-14, Upper St. Marine Lane, W.C.2. Temple Bar 3588. [C1057]

**NEW** unused, Morris 2-door saloon, black, taxed; £595 o.n.o.—24, Northway, Maghull, Liverpool. Maghull 456. [1732]

**1951** (Nov.) Minor saloon, green with fawn interior, excellent condition throughout; £510.—Robbins, East Putney. Tel. 4581. [C3010]

**MORRIS** Minor, 1950, reconditioned engine, body good, taxed, insured, owner leaving any trial; £60, offers.—McGugan, 2, Queens Ave., N.10. [1836]

**1951** (Oct.) Morris Minor 2-door grey saloon, heater, one owner excellent condition; £495.—Tindall Camberley 1108 after 4.30 p.m. [1759]

**WALTER SCOTT, Ltd.**—1950 Morris Minor saloon, beige 21,000 miles; £425; choice of 2—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5814. [C4006]

## MORRIS MINOR

**B. J. HUNTER, Ltd.**, offer:—

**1953** Morris Minor saloon, 3,000 miles only, as new; £550.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**1950** Morris Minor saloon, excellent condition in all respects; £465.—Garage Service Co., Ltd., 1091, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 and 7008. [C2019]

**1951** Morris Minor saloon, low mileage, immaculate condition, guaranteed; £475; exchanges, terms.—Palmer, 8, Russell Gdns. Mews, Kensington, W.14. Park 9704. [C3034]

**1951** Morris Minor convertible, immaculate condition; £395; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge. Uxbridge 122. (Opposite side entrance G.P.O.) [C3055]

**1951** Morris Minor 2-door saloon, black, fawn interior, low mileage, nice car; £485; consider part exchange—14, Offington Gdns., Offington, Worthing. Swanland 949. [C4027]

**MORRIS** Minor convertible, February, 1952, 19,000 miles, heater, seat covers, immaculate condition, privately owned; £485.—Castle Motors (Forfar), Ltd., 128, Castle St., Forfar. Tel. 542-3. [1729]

**1950** Morris Minor tourer, heater, new hood, excellent condition; £395; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1084]

**1952** (October) Morris Minor 4-door saloon, absolutely immaculate, low mileage, one-owner car, grey with red upholstery, rimshellishers and clock, thoroughly recommended, written guarantee; £585; terms, exchanges.—H. F. Edwards, 250, Great Portland St., London, W.1. Tel. Langham 0012. [C3005]

## Morris Minor Cars Wanted

## C

**THE CAR MART, Ltd.**, wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R]

## R

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**FULL** value paid for Minor or similar.—54, Strandham Hill, S.W.2. Tel. Hill 2676. [W3016]

## MORRIS EIGHT

## GLASFELD LAWRENCE offer:—

**1947** Morris 8 saloon, black/brown, two owners, 35,000 miles, reconditioned engine, heater, radio, excellent; £550.

**MEKES & MEKES, Ltd.** (Est. 1893) offer:—

**1948** (March) Morris 8hp saloon, grey and black, brown upholstery, interior and coachwork excellent, moderate mileage; £410.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [C3012]

**W. J. BROWN, Ltd.**, Established over 30 years.

**1948** Morris 8 4-door saloon, black, brown leather, radio, excellent; £550.

**339** Finchley Rd., N.W.3. Hampstead 4414. [C1025]

**MORRIS** 8, Series E saloon, sunshade roof, exc. cond.; £350 cash.—Elmbridge 6139. [1742]

**!!** Chipped Motors, Ltd.—See our advertisement under "Sports Cars". [C1046]

**1947** Morris 8 4-door saloon, black with brown hide, sliding roof, exceptionally fine condition; £375.

**1946** Morris 8 2-door saloon, black with brown interior, recently fitted reconditioned engine; £365.—Robbins, East Putney. Tel. 4581. [C3010]

**1938** Morris 8 4-seater tourer, exceptional condition; £300.—Terry, 18, Station Rd., Whitestable, Kent. [1804]

**1947** Morris 8, 4-door; £330.—59, Chipstead Way, Woodmanslane, Surrey. Burgh Heath 5383. [1809]

**£175** !!!—1938 Morris 8 saloon de luxe, also choice 4-door saloon and sports tourer; 3 months' guarantee; hire purchase, exchanges.

**LAMBES, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) [C2052]

**1939** Morris 8 saloon; £255; exchanges, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048]

**MORRIS** 8 saloon, 1938, reconditioned engine, in exceptionally clean condition; £185.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056]

**S.G.A. MOTORS**, Morris 8 specialists, offer the thoroughly checked in our workshops and are guaranteed for 3 months:—

**1939** Series E 4-seater tourer, excellent condition, reconditioned engine; £250.

**1938** 4-seater tourer, in perfect condition throughout; £265.

**1938** 2-door de luxe saloon, excellent condition throughout, one owner; £208.

**1937** 2-door de luxe saloon, exceptional condition; £175.

**1935** 2-door saloon, good condition, reconditioned engine; £100.

**OTHER** good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive, or any time by appointment.—S.G.A. Motors, 14, Atherton Mews, Cromwell Rd., S.W.2 (2 minutes Gloucester Rd. Tube). Western 1209. [C4064]

## MORRIS EIGHT

**1940** Morris 8 series E 2-door saloon, excellent; £255.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

**1948** Morris 8 4-door saloon, specimen car; £395.—Smith and Hunter, Ltd., 578, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

**1936** Morris 8 4-seater tourer, since 1947 reconditioned engine, respray, new hood, windows, steering, dampers, battery, clutch, attractive, reliable, one owner since 1936; £180.—Richmond 4258. [1895]

**1948** Morris 8 2-door saloon, plat., grey/brown leather, taxed, two owners since new, excellent condition throughout; £375.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Upl. 4841. [1902]

**ROY'S** offer 1938 Morris 8 saloon, reconditioned, with coachwork, interior superb; £175; h.p. and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.3. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059]

**145** gns.—Morris 8, September 1952, de luxe saloon, black, sliding hood, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**TANKARD & SMITH, Ltd.**, offer 1948 Morris 8 4-door saloon, green with brown leather, very carefully used and in immaculate condition; £374, 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Plaxman 4801-2-3. [C4026]

**1948** (August) Morris 8 series E 4-door saloon, reconditioned engine, coachwork and interior unmarked, one careful owner; £395.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

**£169**—1937 Morris 8 2/4-seater sports tourer, immaculate; also 1937 4-seater, new engine, immaculate condition, bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Bst. 1107-8-9. [C3024]

## Morris Eight Cars Wanted

**PRIVATELY** owned Morris 8—5, Brax Court, Kingston Hill, Surrey. Tel. Hill 2765. [W2037]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## MORRIS TEN

**MORRIS** 10 saloon, late 1946; £298.—Value Cars, East Sheen. Prospect 7520. [1895]

**£175**—1939 Morris 10 saloon, clean car; terms; Autospin, 5, Balham High Rd., Balham 1509. [C1009]

**1938** Morris 10/4 black saloon, series III, excellent condition; taxed; £225.—26, Parkhurst Rd., Tottenham, N.17. [1810]

**1947** model Morris 10, one owner, sun roof, maroon interior, excellent condition; £250.—Kirkdale Cars, Cobbe Corner, Sydenham 6129. [C2068]

**325** gns.—Morris 10 (September, 1946) saloon, sliding head, leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

**265** gns.—Morris 10 1939 saloon, sliding head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 8041. [C4018]

**WALTER SCOTT, Ltd.**—Morris 10 1947 model de luxe saloon, black brown leather, bargain; £295.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 591. [C3096]

**ROY'S** offer 1939 Morris 10 saloon, clean, taxed; £195; h.p. and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.3. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059]

## Morris Ten Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## MORRIS OXFORD

**WM WELBECK MOTORS, Ltd.**, proudly offer:—

**1952** Morris Oxford, in pale blue with green leather, 7,000 miles, whole car exactly as new; £585.

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 9991 (4 lines). [C3049]

## PHILIP RICKARDS, Ltd., offer:—

**1953** Morris Oxford saloon, black, 12,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

**CHARLES RICKARDS, Ltd.**, offer:—

**1952** (July) Morris Oxford, finished black, 10,000 miles, one careful owner since new; £575.

**Also** a good selection of genuine low mileage cars. A offered with our 3 months' guarantee.

**56** Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. Marble Arch). Pad. 1020. [C3090]

**W. J. BROWN, Ltd.**, Established over 30 years.

**1952** Morris Oxford saloon, black, red leather, heater, one owner; £575.

**339** Finchley Rd., N.W.3. Hampstead 4414. [C1025]

**£545**—1951 series Morris Oxford, black with maroon leather, in exceptional condition.

**DENHAM SERVICE STATION, Ltd.**, Denham, Bucks. Tel. Denham 2266. [C1070]

**BLUE STAR GARAGES**—Please see our display advertisement on page 250. [1922]

**1953** Morris Oxford saloon, one owner; 8,300 miles; £665.—J. Fricker, Ltd. Park 5077. [C2016]

**1952** (July) Morris Oxford, black, heater 11,000 miles, immaculate.—Priest, Clare St. 1143. [C4064]





**ROLLS-ROYCE**

S'one 4066. S.W.I. [C2063]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

**JACK BARCLAY, Ltd.**  
EXCLUSIVELY for Rolls-Royce and Bentley.  
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

**EXAMPLE**—1949 sports saloon by Park Ward, painted black and upholstered in beige hide; speedometer reading 25,000 miles; price £2,950.—**JACK BARCLAY, Ltd.**, Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. (C1082)

**MASCOT MOTORS, Ltd., offer:—**

**1936** (Nov.) 25/30hp young sports saloon.

**1935** 25hp Thrupp & Maberly sports saloon.

**1935** 25hp Tickford 4-light openable saloon.

**1935** 25hp Hooper sports saloon with division.

**1934** 25hp Hooper sports saloon with division.

**1934** 25hp H. J. Mulliner sports saloon.

**1932** 25hp Freestone & Webb sports saloon.

**1931** 25hp 4-light sports saloon with division.

**WE** are anxious to purchase pre-war Rolls-Royce and Bentley with owner driven coachwork.

**MASCOT MOTORS, Ltd.**, 257-245, Kenal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. (C3007)

**CHARLES FOLLETT, Ltd., offer:—**

**1953** Silver Wraith, fitted very beautiful touring limousine body by James Young, colour black; this car has covered 12,000 miles only and is in perfect condition throughout; £5,250; (cost new £7,200).

**OFFICIAL** Retailers & Repairers, 18, Berkeley St., W.1. May. 6266.

**SERVICE** Works & Stores: Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. (C2010)

**CLARKE & SIMPSON, Ltd., offer:—**

**1934** Rolls-Royce 20/25 owner-driver sports saloon, black, blue leather, one owner until 1951, total mileage 74,000, exceptionally handsome car in immaculate order; £2,695.

**1937** 25/30 owner driver sports saloon, by Hooper, black with brown leather, 90,000 miles, overhauled 12 months ago, an outstanding car; £3,950.

**1948** Silver Wraith, by Mulliner, black/cream, 17,000 miles, in superlative condition; £5,150.

**CLARKE & SIMPSON, Ltd.**, 49, Sloane Sq., S.W.1. Tel. Sloane 4777. (C1048)

**1937** Rolls-Royce 25/30, owner-driver 4-light sal., black, 57,000 miles, ex. cond.

**TICKFORD, Ltd.**, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. (C2029)

**HEARSE** immediate delivery selected chassis 1935 to 1950 complete hearses, new bodies.

**A. L. PE & SAUNDERS (COACHBUILDERS), Ltd.**, A. Hearse Office: Hearse Enquiries Station Approach, Kew Gardens, Richmond 1161. (T757)

**1929** Rolls-Royce 21hp saloon, body by Hooper, privately owned.—Offers to Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 6636. (C4053)

**1932-3** 40/50 P.2 limousine, 7-seater, f.i.l., good condition, tyres new; bargain, £2,75; terms; exchanges.—Tel. Renlaw 5071. (T716)

**1937** Park Ward limousine, swept tail, face-forward occasional, cloth rear, leather front, in excellent order throughout; £885.—Western 9590. (A492)

**1933** 25hp Rolls-Royce limousine, upholstered leather; part exchanges or hire purchase.—Lawton-Goodman, 36, North Audley St., W.1. (C2022)

**1934** 20/25 H. J. Mulliner sun saloon, chassis No. G.R.C.60, car has been well maintained and is in excellent order.—C. V. Rushmer, 39, Holland Park, W.11. Park 7531. (C2022)

**1935** Rolls-Royce 25hp Hooper sports saloon, small mileage, maintained by Rolls, £895.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

**ROLLS-ROYCE** 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoine & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7644. (T912)

**HEARSE**, 1934/5, 5K Series, Phantom II fitted partitioned 6-Bearer Deluxe Coachwork, exclusive equipment, exceptional value, certified mechanically. £875. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1008/2)

**THE SOUTHERN MOTOR CO.** have a range of Rolls-Royce Replica saloon and coupe models in stock at prices from £500 to £875.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex, Tel. Crawley 437. (T967)

**1933** model 25hp Rolls-Royce 7-passenger limousine by Hooper, with large face-forward seats, privately owned (has not been used on hire work); exceptionally good order throughout; guaranteed 12 months; price £475.—Compton, Rolls-Royce Specialists, 69, Westow St., E.W.9. Liv. 3362. (T783)

**ROLLS-ROYCE** 1935 Phantom II Coupe de Ville (special de luxe body by Gurney Nutting), chauffeur driven, 50,000 miles (paid up during war), one owner, new tyres and battery; perfect condition, can be viewed any time except week-ends by appointment.—Miller, 29a, Cumberland Terr. Mews, Tel. Wel. 8712. (T782)

**1949** Rolls-Royce Wraith Park Ward saloon, finished Burgundy with Bedford Cord upholstery, genuine mileage 15,000 since new; this car is the property of a discriminating motorist and is offered with every confidence at £3,650.—Lothians Rolls-Royce and Bentley Showrooms, Preston, Tel. Preston 4245. (C2061)

## ROLLS-ROYCE

**H. W. MOTORS, Ltd., offer:—**  
**1937** Rolls-Royce Phantom III Park Ward razor-edged sedan, saloon, outstanding condition, 37,000 miles; £1,550.—H. W. Motors, Walton-on-Thames 2404-5-6. (C2042)

**£595**—Magnificent Rolls-Royce 20/25 owner-driver sports saloon; a though 1933/4 model; this is Artigue Mullin Thrupp & Maberly bodywork which looks as modern as a 1937 model, recently extensively overhauled and in irreplaceable condition; 3 months' guarantee, hire purchase, exchanges. **L. Finchley, N.12. Finchley 6221** (East Finchley Underground). (T2052)

**OWNER-DRIVER** 1936/30hp (GGR Series) Barker 4-light Saloons (without partition) outswapt tail, concealed luggage boot, black, mileage 19,000, leather throughout, carefully maintained, opportunity. £1,195. Another duplicate coachwork, 25hp/1936, mileage 30,000, £745. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1008/1)

**CAMDEN MOTORS** for Rolls-Royce—25hp limousine, April, 1936, delivery with 7-passenger bodywork by Messrs. Artigue Mullin Thrupp & Maberly, division, seats, division, etc., one private owner since 1942 and at no time used for private hire or similar purpose, underused Rolls-Royce maintained, excellent black coachwork. £595.

**CAMDEN MOTORS** for Rolls-Royce—1937 limousine by Messrs. Park Ward, also finished in black, with widest face forward occasional, division and super quality leather upholstery front and rear, another very outstanding specimen; £645.

**CAMDEN MOTORS** for Rolls-Royce—20/25 owner-driver saloon, 1936, Mulliner 4-door bodywork most immaculately finished in black, the interior of this car looks almost like brand new and the whole appearance is practically impossible to fault, mechanical condition is undoubtedly of the highest order and cannot fail to satisfy the most critical Rolls-Royce connoisseur; £750.

**CAMDEN MOTORS** for Rolls-Royce—20/25 owner-driver Park Ward saloon, 1934, a handsome stately car which has been very carefully used by one titled family since new, chauffeur driven and maintained and unused from 1939-46, history available; £595.

**CAMDEN MOTORS** for Rolls-Royce—Leighton Buzzard, Beds. Tel. 2041.—Open till 8 p.m. Mondays to Saturdays. Write for catalogue, 400 cars in stock, see "Guide to the Show" full-page advert. in this issue. (C1035)

**A & S** Limousine 1935/25hp, partitioned, forward occasional, boot, black, carefully maintained, bargain; £495.

**LIMOUSINES** 1937/38, Thrupp, Hooper, Barker, partitioned, forward occasional, black selected carriages, genuine low mileages, from £965.

**LIMOUSINE** Phantom III, Mulliner, partition, exceptionally roomy, forward occasional, black, rear boot, lavishly equipped, beautiful lines, low mileage, 44,000, privately owned, opportunity. £795.

**9280** miles Phantom III (registration 1946—Series B.T.), Park Ward partitioned black Limousine, forward occasional, unblemished condition, (history available), unrepeatable opportunity. £1,430.

**WRAITH** 1939/30hp Park Ward partitioned Limousine, forward occasional, meticulously maintained, recorded mileage 25,000, black. £1,460.

**WRAITH** 1939/30hp, partitioned Hooper Deluxe Limousine, forward occasional, black, magnificent condition, reasonable cost.

**A. L. PE & SAUNDERS** always purchase Rolls-Royce. A Providence Court, North Audley Street, Mayfair-2941. (C1008)

## Rolls-Royce Cars Wanted

**C. THE CAR MART, Ltd.**, wish to purchase Rolls-Royce cars, Gloucester Road, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. (0970/R)

**J. MARSHALL.**

**WANTED.** Rolls-Royce 22/22 and 20/25, all types of coachwork, no condition.

**J. MARSHALL,** 869, St. Albans Rd., Watford, Tel. Garston 2369. (0498/R)

**PHANTOM** II limousine, immaculate, low mileage example required.—Box 1237. (T501)

**20hp** or 25hp open tourer Rolls-Royce for private buyer.—Kensington 3352. Box 1403. (T889)

**A & S** always purchase 7-passenger 25/30hp Limousines, Saloons and Coupes with book.

**A & S** currently require privately owned Phantom II Limousines, 1936-50, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

**PERFORMANCE CARS** urgently require Rolls-Royce.—Grea. West Rd., Brentford, Middlesex. Ealing 5841. (W5041)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6941. (W4018/R)

**WANTED.** 1933-54 20-25 Rolls-Royce close coupled sports saloon, immaculate condition; reasonable price, cash.—Box 1354. (T630)

**PRIVATE** family wish to purchase Rolls-Royce, preferably Mulliner or Hooper 1948/49 model and preferably 7-seater limousine.—Box 1319. (T673)

**WE** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3562. (0545/R)

**THE SOUTHERN MOTOR CO.** is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, Crawley, Sussex. Crawley 437. (T967)

**JACK OLDING & Co., Ltd.**, officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair, Tel. Mayfair 5232. Audley House, North Audley St., W.1. (W3030/R)

## Rolls-Royce Cars Wanted

**CHARLES FOLLETT, Ltd.**, officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266.—Service works and stores: Barnsdale Yard, off Egin Avenue, W.9. Tel. Cunningham 5936-7-8. (0597/R)

## Rolls-Royce Spares and Service

**JACK BARCLAY, Ltd.**

**LARGEST** official repairers Rolls-Royce cars.

**SERVICING** or overhauls.

**COACHWORK** renovations and accident work

**LARGE** stocks of spares.

**WORKS:** Lombard Rd., Merton, S.W.19 (close 8th. Wimbledon Tube). Liberty 7222 (8 lines). (T8082/R)

**CHARLES FOLLETT, Ltd.**, officially appointed retailers and repairers.

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**SPARE** parts.

**SERVICE:** Barnsdale Yard, off Egin Avenue, W.9. Tel. Cunningham 5936-7-8. (0614/R)

**ALL** spares for 20 and 25hp Phantom I and Phantom II chassis, also reconditioned replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (0064/R)

## ROVER 10

**£365**—Rover 10 1939 4-dr. sal., engine rebored, excellent cellulose, choice many others.

**BENMOTORS**, 1, Clarendon Park, Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. (C1017)

**1940** Rover 10 sports sal., excellent order; £390.—(Smith) and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C3019)

**£350**—1940 Rover 10 saloon, identical to post-war, recently recellulosed, 32mpg, oil negligible; R.A.C. inspection welcomed.—Oxford 75459 (evenings). (T665)

**CAMDEN MOTORS** for Rovers—10hp saloons and sports saloons, we have the most comprehensive selection—see "Guide to the Show" full page advert. in this issue.

**CAMDEN MOTORS**, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue, 400 cars in stock. (C1035)

**295** gns.—Rover 10 1940 model 4-door saloon, sliding head leather; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. (C4018)

## ROVER 12

**DICKS.**

**1946** Rover 12 saloon, unused considerable period, £335.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6898-9. (C1072)

**HENDON CENTRAL GARAGE, Ltd., offer:—**

**1946** (October) Rover 12 saloon, taxed, immaculate condition throughout; £515.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

**1940** Rover 12 saloon, very good order; £385; terms.—Rogers Garage, Wellesley Avenue, Hammersmith, W.6. Riv. 2644. (C3054)

**1946** Rover 12hp saloon, black, brown leather, sun roof, radio, excellent order; £475.—Reading 71757. (T823)

**1947** Rover 12 saloon, one owner, superb condition, 31,000 miles; £525.—Wards Garage, Tunbridge Wells. Tel. Southborough 1000. (T888)

**ROVER** 12 39 model, 19 thousand miles, genuine, one owner, chauffeur driven throughout, open to A.A. and R.A.C. inspection; offers.—Box 1278. (T607)

**CAMDEN MOTORS** for Rovers—12hp saloons and sports saloons, we have the most comprehensive selection—see "Guide to the Show" full page advert. in this issue.

**CAMDEN MOTORS**, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue, 400 cars in stock. (C1035)

**445** gns.—Rover 12, 1946 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. (C4018)

## ROVER 14

**ROVER** 14hp saloon, 1939 model, excellent condition; £350. (Seen London.)—Box 1159. (T255)

**1947** Rover 14 saloon, black, truly immaculate condition; £525.—7 Courtfield Mews, S.W.5. Fro. 2816. (T058)

**£225**—1937 Rover 14 sports saloon, excellent runner, clean interior; £50 down.—Bray Motors 180-184, West End Lane, W.6. Hampstead 6490. (C1034)

**CAMDEN MOTORS** for Rovers—14hp saloons and sports saloons, we have the most comprehensive selection—see "Guide to the Show" full page advert. in this issue.

**CAMDEN MOTORS**, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue, 400 cars in stock. (C1035)

**ROVER** 14 saloon, 1940, fitted radio, one owner only recorded mileage 38,000, absolutely specimen condition and must be seen and tried to be believed; interior and exterior original and unmarked; £465.—B. & H. Motors, 1464-5, High Rd., Whetstone (Finchley) London, N.20. Tel. Hillside 6671/2. (C1027)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER 16

## ELITE MOTORS offer:—

**1940** Rover 16 6-light saloon, black/brown leather, one owner, the whole car without blemish; an unusual opportunity to purchase a pre-war car in post-war condition at the bargain price of £395.—  
**ELITE MOTORS**, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (4 lines). [C2005]

## GUY SALMON AUTOMOBILES offer:—

**1938** Rover 16 saloon, black/blue leather, in most exceptional condition for its year, £365.—  
**Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.** [C4001]

**1940** Rover 16hp saloon, immaculate condition throughout, taxed for year and fitted with radio, £450.—Apply  
**EXPRESS MOTOR & BODY WORKS, Ltd.**, 262, Belgrave Gate, Leicester. [1703]

**1946** (Dec.) Rover 16 saloon, low mileage, impeccable condition throughout; £545.—  
**Bertram Cowen, Ltd., Hermitage Lane, Streatham, Putney, S.W.15.** [1614]

**CAMDEN MOTORS** for Rovers—16hp saloons and sports saloons, we have the most comprehensive selection—see "Guide to the Show" full page advert. in this issue.

**CAMDEN MOTORS**, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue, 400 cars in stock. [C1035]

## ROVER 60 &amp; 75

## SWANMORE GARAGE offer:—

**1950** Rover P4 saloon; £975.

## EXCHANGES or terms

**SWANMORE GARAGE** 1176-1180, Christchurch Rd., Bournemouth, Tel. Southbourne 4354. [C4024]

## PHILIP RICKARDS, Ltd., offer:—

**1953** Rover 75, black/red, radio, 8,400 miles; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051]

## GUY SALMON AUTOMOBILES, offer:—

**1948** Rover 60 saloon, black/red leather, one owner, excellent condition; £895.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

**W. J. BROWN, Ltd.**, established over 50 years.

**1952** Rover 75 saloon, ivory, red leather, heater, H.M.V. radio, seat covers, sun roof, 11,200 miles, one owner, as new, £1,150.—  
**339, Finchley Rd., N.W.5. Hampstead 4414.** [C1025]

**1948** Rover 60 sal., grey/grey, heater, ex. cond., 20,025 miles; £775.  
**1948** Rover 75 6-light sal., black/red, heater, 19,800 miles; £795.  
**TICKFORD, Ltd.**, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4026]

**1953** Rover 75 saloon, 8,500 miles.—Weybridge 600. [C4025]

**£625**!!!—1948 Rover 75 saloon de luxe, in beautiful condition throughout, 3 months' guarantee; irre purchase, exchanges.  
**LEAMSBY, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

**1950** Rover 75 saloon, black, brown leather, 16,000 miles; £825.—Jack Olding & Co., Ltd., Mayfair 5248.

**ROVER P.4**, April, 1951, ivory, one owner, 22,600 miles, spotless; £895 or offer.—Hills Garage, Kensington 4001. [1906]

**1951** 75 saloon, green with green leather, heater, loose covers, very carefully used; £525.—  
**Campbell Symonds Wembley 6262.** [C1037]

**£695**—1948 Rover 75 saloon, one owner, immaculate.—Le Orice Ekers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C3055]

**CARR'S MOTOR MART**—1953 Rover 75 saloon, black, unblemished, 15,000 miles; £1,085; entertain exchange good car; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040]

**1948** Rover 60 sports saloon, superb condition, 25,000 miles, original owner, radio, new battery and Eagle tyres, many extras; £650 or close offer.—  
**Clarke, Beckenham 1448.** [1906]

**1952** Rover P4, immaculate, black cellulose with red hide, radio and heater, one careful owner; trade enquiries invited.—Cox's Motors, 11/15, Conduit St., Leicester. Tel. 60319. [C1059]

**ROVER 75** saloon, registered July, 1953, 2,900 miles only; absolutely immaculate condition, chassis maintained; colour black with tan upholstery, fitted H.M.V. radio, Kiasa sprayer, Dunlop Fort tyres; owner proceeding abroad, accept £1,150 or near offer for quick sale.—Box 1518. [1674]

**£945**!!!—1951 Rover 75 saloon, black, red leather interior, an immaculate, low mileage specimen so very carefully used that it is almost indistinguishable from brand new; earlier Rover 75 saloons from £675 see "Guide to the Show" full page advert. in this issue.

**CAMDEN MOTORS**, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue, 400 cars in stock. [C1035]

**WANTED**, Rover 75 saloon, no dealers.—Box 1067. [1398]

## Rover 60 &amp; 75 Cars Wanted

## LAND-ROVER

## OFFERED by:—

**EVANS (WIMBLEDON), Ltd.**—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111]

**W. J. BROWN, Ltd.**, established over 50 years.

**1953** Land-Rover, fitted with special seats, 3,000 miles, completely as new; £575.  
**339, Finchley Rd., N.W.5. Hampstead 4414.** [C1025]

**£325**—Land-Rover, 1949, recon. engine recently fitted, full equipment, excellent general condition; many others.  
**BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5056-7. (30yds Holland Park Tube.) Exchanges, h.p.** [C1017]

**Land-Rover Cars Wanted**  
**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.5. Ham. 6041. [W9018/R]

**HARVEY HUDSON Ltd.** (the Land-Rover Specialist) wish to buy Land-Rovers.—South Woodford, E.15. Wansted 6056. [W2059]

## ROVER MISCELLANEOUS

## HENLYS, Ltd.

**ENGLAND'S Largest Rover Distributors.**

**DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)**  
**HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444.)**

## DEPOTS at:—

**MANCHESTER** (Blackfriars 7845).

**BRISTOL** (Bristol 1236).

**BOURNEMOUTH** (Bournemouth 6314).

**NORTHAMPTON** (Northampton 907).

**CAMBERLEY** (Camberley 77).

**HOUNSLOW** (Hounslow 3454).

**FINCHLEY** (Finchley 0081).

**GREAT WEST ROAD** (Basing 3477).

**CAMDEN TOWN SERVICE STATION** (Gulliver 4141).

**HENLYS Ltd.**, England's Leading Motor Agents [0029/R]

**BEARTS of Kingston, Rover Specialists, sales spares, repairs**—102, London Rd., Kingston. Kingston 3348. [0080/R]

## Rover Miscellaneous Cars Wanted

**THE CAR MART, Ltd.**, wish to purchase Rover cars.—150, Park Lane W.1. Grosvenor 3434. [0971/R]

**ROWLAND SMITH'S, the Car Buyers**—Highest cash price for Rover.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

**COOMES & BONS (GUILDFORD), Ltd.**  
**URGENTLY** wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R]

**FULL** value paid for Rover or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016]

**REALLY** good second-hand Rover required.—Cobb, 30, Harley House, N.W.1. [W1066]

**BLAKES, Rover agents**, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [0776]

**CASH** immediately for good Rover.—Details please to H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W9059]

**R. P. POWELL MOTORS Ltd.**, East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0436/R]

## Rover Spares and Service

**LEIGH PARK MOTORS, Ltd.**, Datchet, Slough, Bucks, Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047/R]

**LEATHWOOD'S GARAGES, Ltd.**, 205, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. [0219/R]

**R. P. POWELL MOTORS, Ltd.**, East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R]

**COLLIVER-FISHER, Ltd.**, unsurpassed service, spares and replacement units.—Northwood Middx. Tel. 777 (4 lines). [0009/R]

**BARKING**—For full stocks of spares and genuine service for Rover owners come to Albion's Garage, Ltd. 105-7 Longbridge Rd., Barking, Tel. Rippleway 1285. [0518/R]

**DAVID ROSENFELD, Ltd.**, Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Chesham Hill Rd., Manchester, 8, Tel. Blackfriars 2302. [0555/R]

## SIMCA

**LONDON, W.1.**  
**SEE** and try the new Simca Aronde, orders accepted for reasonable delivery.—R. C. Paul, Ltd., 22, Bruton Place, W.1. Mayfair 0821/2. [C5040]

**1952** (March) Simca Aronde saloon, really first-class condition throughout, i.h.d.; £695; exchanges, deferred terms.—John & Truscott, Ltd., 773, Westbourne Grove, W.11. Bay. 4274. [C3035]

## SIMCA

## DISTRIBUTORS

**IN** Central and West Surrey for

## SIMCA

**CLARKE'S OF FIRBRIGHT,**

**FIRBRIGHT, Surrey, Tel. Brookwood 2201.**

**DAY** and night service. [C1049]

## SINGER

**B. J. HUNTER, Ltd.** (the Singer Agents) offer:—

**1951** Singer 8 M. saloon, recent check-over, positively unmarked; £575.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

**1938** Singer Super 10, good condition, good tyres; £165 o.n.o.—136, Downhills Park Rd., Tottenham, London, N.17. [1328]

**395** gns.—Singer 9 1951 4 A.B. sports roadster, red, glass sidecreens, l.f.s., excellent condition; terms, exchanges.—Rowland Smith, below.

**145** gns.—Singer 9 1936 Bantam de luxe 4-door saloon, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below.

**79** gns.—Singer 9 1937 model Bantam tourer, good condition, terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**NAYLOR & ROOT**—1951 Singer 9 roadster, 4-seater, green/beige, 9,000 miles only; £435; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Battersea 2252. [C3022/1]

**NAYLOR & ROOT**—1948 Singer Super 12 saloon, black, red hide, excellent performance and appearance; £325; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Battersea 2252. [C3022]

**265** gns.—Singer Super 10, late 1947 de luxe saloon, maroon, sliding head, maroon leather, good tyres excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**CAMDEN MOTORS** for Singers.—SM1500 saloon, 1950 moderate total mileage, a carefully used car, original cellulose, de luxe leather upholstery, choice of two, one beige, one blue; from £495, 400 other cars.—See "Guide to the Show" full-page advert. in this issue.

**CAMDEN MOTORS** for Singers, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

## Singer Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Singer.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

## B. J. HUNTER, Ltd.

**URGENTLY** require good Singers.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040]

**CASH** immediately for good Singer.—Details please to H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

## Singer Spares and Service

**RECONDITIONED** units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn, Tel. 48091-2. [16475]

**AUTOMENDERS, Ltd.**, are specialists in Singer service and overhauls.—Automenders, Ltd., Lower Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R]

**GORDON CARS (LONDON), Ltd.**, the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R]

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## SPORTS CARS

## BERT MASON.

**£185**—M.G. 2-litre Tickford drop head coupe, an attractive vehicle in faultless mechanical condition.

**£125**—January 2½-litre saloon, good condition and incredibly fast.

**£185**—Hillman 10hp Minx, 1938, special sports 4-seater, attractive and unusual post-war aerodynamicity, immaculate.

**£245**—Hudson 4 28hp drophead coupe, 1936, recent £200 mechanical recondition, immaculate maroon cellulose, new synide hood, radio, chrome wheel discs, etc.

**£185**—M.G. 8hp PA 2-seater sports, completely reconditioned throughout and recellulosed Alfa red.

**£245**—Alvis Silver Crest drop head coupe, 1938, quite immaculate and mechanically 100%.

**£95**—Crosley Regis sports saloon, Ace discs, all new tyres, altogether a very nice example.

**£165**—Riley 12.4 Falcon saloon, in grey, red hide interior, with a mechanical condition quite beyond reproach.

**M** others: always a selection of Jaguars; hire purchase on every vehicle; open till 10 p.m.

**BERT MASON SPORTS CARS**, 77, Crickfield Rd., Clapton, E.5. Amherst 1814. [1772]

**£150**—Special offer Fraser Nash sports 2-seater, fitted Ford V.8 engine, terrific performance; £75 down.

**£225**—1928 Vauxhall 30/98 open 4-seater.—Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]



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DON'T come to us if you wish to purchase a post-war "modern" or pre-war "bread and butter" car. (We hate 'em.) But if you require a good thoroughbred vintage sports or Continental car we have the finest stock in the country. Always 90 cars for the enthusiast from £25 to £500.

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HEAD office and main showrooms: 66, London Rd., Tooting. Tel. Mitcham 3591. (C4039)

## PERFORMANCE CARS.

WINDMILL GARAGE, Great West Rd., Brentford, Middlesex, ss.12, 5051.

ONLY 3 minutes from Northfields Tube Station, Pleadilly or District Underground.

COMPARE all the different models, over 100 cars plainly marked with year and price.

WRITTEN guarantee; immediate h.p. and insurance; B.M.T.A., M.A.A., appointed, R.A.C. and A.D.A.

ALLARD J2 Ardun heads, ex-Jacobs, 1951, £725; Allard J2 Ardun heads, 1950, £595

ALLARD 71K d/h fourseater, 1948, £475; Allard 71K 2-seater roadster, 1948, £445

ASTON MARTIN 1½-litre Ulster 2-str., show model, 1956, £545; 1½-litre International, 1950, £195

ASTON MARTIN 2-litre C type speedometer, 1940, £495; 1½-litre Le Mans tourer, 1933, £245

ALFA ROMEO 20 4-seater tourer, 1935, £245; Alfa Romeo 1750 4-seater, 1929, £245

ALFA ROMEO 1750 4-seater, 1950, £675; Alfa Romeo 25 d/h fourseater, 1938, £365

ALFA ROMEO 1600 competition 2-str., 1937, £225; Bentley 3-litre Roadster, 1925, £225

BENTLEY 3-litre V.D.P. tourer, 4½ engine, 1925, £245; Bentley 3-litre Blue Label saloon, 1926, £125

BENTLEY 4½-litre razor-edge saloon, 1929, £595; Bentley 4½-litre conchabill utility, 1928, £125

BENTLEY 4½-litre tourer, 1930, £365; Bentley 3-litre Red Label 2-seater, hydraulic brakes, 1925, £225

COOPER Mark V 500 J.A.P. 1951, £345; Citroën Light 12 sports saloon, 1955, £175

FIAT 500 cabriolet 4-seater, 1939, £265; Fiat 1100 streamlined saloon, 1938, £395

FRASER NASH 2½-litre type 60 streamlined coupe, 1937, £445; Fraser Nash 1½-litre 2-str., £195

HEALEY streamlined coupe, ex-Brock, 1951, £795; Invicta 4½-litre d/h fourseater, 1932, £245

JAGUAR XK120 roadster, 1951, £595; Jaguar XK120 roadster, 1951, £595

LEA-FRANCIS 1½-litre roadster, 1948, £495; Lagonda 3½-litre V.D.P. tourer, 1935, £225

AGONDA 3½-litre sports saloon, 1935, £225; Lagonda 10hp Rapier coupe, 1935, £295

MERCEDES-BENZ 500K coupe, specimen, £845; Mercedes-Benz 290 d/h fourseater, 1936, £345

M.G. — See large selection under M.G. column; also spares and service.

RILEY 1½-litre Kestrel saloon, 1935, £215; Riley 9 Lynx tourer, 1955, £135

RILEY 9 Gamecock tourer, 1932, £125; Rover 14hp sports saloon, 1937, £285

ROLLS-ROYCE 20/25 Hooper limousine, 1934, £465; Rolls-Royce 20/25 4-seater cabriolet, 1933, £445

SINGER 9 Le Mans 2-seater, ex-works, 1934, £195; Singer 9 4-seater roadster, 1939, £225

WOLSELEY 18/65 de luxe saloon, 1947, £345; Wolseley 12 Hornet coupe, 1934, £125. (C3041)

CHARACTER CARS offer:

ALVIS 1934 Speed 20 tourer, engine reconditioned.

Agonda 1932 2-litre Continental, one owner 1952-49, unused since, £150 engine re-build in 1950; Lea Francis, 1932 18hp saloon, reconditioned Meadows engine, imm. interior, good tyres, genuinely sound car; Rolls-Royce, 1926 Twenty D.H.C. by Mulliner, one owner since new; Tibot, 1937 105 tourer, 5,600 miles only since new, character Cars, Wellesley Garage, Wellesley Court Rd., East Croydon, Croydon 2555.

C.N.K. MOTORS offer:—

1939 M.G. TB, red, as new; £345.

1937 M.G. TA, green, very fast; £245.

1938 Lagonda 4½ d/h, 37,000 miles, one owner from new; £465

1936 Riley 1½-litre Sprite, 2-seater; £295.

1936 Riley 9 Kestrel, special series engine; £199.

1935 Aston Martin, Ulster, superb car; £525.

C.N.K. MOTORS, 353, Finchley Rd., N.W.3. Hampstead 5712. (C1052)

B & G. MOTORS offer:—

£195—Wolseley Hornet 14hp open sports 4-seater, in immaculate British racing green, so beautiful that it has to be seen to be believed; three months' written guarantee

£155—Singer 9 Le Mans open 2-seater, British racing green, again an immaculate car in British racing green, slab tank, stoneguards, etc.; three months' written guarantee

£138—Singer 9 open sports 4-seaters, choice of two, recellulosed and very smart little cars

£125—Wolseley Hornet 12hp Daytonia open 2/4-seater in duck-egg blue, twin carb. 4 speeds, slab tank, etc.

£125—Wolseley Hornet 12hp sports saloon, twin carb. etc., just rebored, crank grounds, new ends and mains, recellulosed; three months' written guarantee

£125—M.G. 12hp open sports 4-seater, red, new hood and screens, good tyres, lovely engine, smart and alive

£110—Wolseley Hornet 12hp drop head coupe, immaculate, black bodywork, delightful to drive, twin carb. etc.

MANY others; terms:—B & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 5578. (C1019)

## SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:

ALVIS Speed 25 sports saloon, 1940 model, helmet wings, birch grey, maroon, leather, recent overhaul at cost of £350, specimen.

ALVIS 4.3 1939 d/h. fourseater coupe, fitted radio, heater, black, maroon specimen, choice of two.

ALVIS 1935 Speed 20 open tourer, fitted with Marshall supercharger and completely renovated throughout, bills available for £550 in last 18 months, this car is really outstanding.

BENTLEY 1934 Barker Continental close-coupled fourseater d/h coupe, history since new and all bills of work available, excellent chassis and a very pretty body.

BENTLEY 1934 3½ Vanden Plas open sports 4-seater with wind-up windows, engine just completely reconditioned, clutch relined, steering brakes, etc., overhauled, recellulosed, blue, new tyres, plastic tonneau, radio specimen.

BRISTOL, May, 1950 type 400 sports coupe, two owners, maintained absolutely regardless of expense, blue, beige leather, radio, etc., specimen.

DELAGE D.6.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, Cotal gear box, engine being just reconditioned and this car has to be seen, ready shortly.

FIAT 500B 1948 model, o.h.v. engine, convertible, showroom condition.

FORD V.8 utility, late 1937, excellent condition, new tyres, recellulosed.

1938 Morris 8, recellulosed green, reconditioned engine, specimen.

LANCIA Aprilia, 1939, just painted metallic blue, radio, Andre Telecontrols, in really good condition; reasonable price.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Plaxman 0052/7253. (C1046)

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Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

CHILDREN CARS offer a representative selection of competitively priced sports cars, including:—

£98—1933 3-litre Lagonda sports saloon, ready to take you to Lands End.

£165—3-litre Lagonda tourer, exceptional condition, much above average in every way.

£395—1947 T.C. M.G. 2-seater, reconditioned engine, innumerable extras, far above average.

£195—1935 Series P.A.-type M.G. 2-seater, one engineer owner past 6 years, exceptional.

£145—J-type M.G. 4-seater, K2-type M.G. Magnette, £225; 1939 2-litre M.G. saloon, £295.

£195—1933 Rallion Terraplane tourer, exceptional condition, new tyres, good all-weather equipment.

CHILDREN CARS.—Terms, exchanges, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. (C1045)

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

UNIT 16 tourer, £75; Austin 10, £95; Alfa Romeo 1600, £75; Alfa Romeo 1600, £95; Alfa Romeo 1600, £95

Speed 20, £165; Bentley 3-litre tourer, £95; Ford 8 saloon, £95; 1938 Jagua, 4½-litre, £185; Lagonda 2-litre tourer, £125; Morris Oxford, £55; Rallion coupe, £165; Riley 9, £75; Rolls-Royce utility, £145; Rolls-Royce limousine, £95; Salomon 12hp coupe, £125; Wolseley 12, £65.

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WEST LONDON MOTOR MART, Baling Rd., Great West Rd., Brentford, Middx, Baling 8842. (C3041/1)

JAGUAR 2½-litre saloon, works replacement engine recently fitted, superb mechanically, body very rough; £100 o.n.o.—Russell, 258, Liverpool Rd., Southport. Tel. 6156. (C1068)

ANALDO open 4-seater, good mechanical condition, but body only fair, suitable enthusiast; £50—W. J. Reynolds (Motors), Ltd., Ford House, New Rd., Dagenham, Rainham 770. (C5065)

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MAIDSTONE ENGINEERING CO.

THE Sports Car Specialists.

1938-9 Lancia Aprilia saloon, choice of 3, from £395.

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1950 Citroën 15 de luxe saloon; £560.

1948 Riley 1½-litre sports saloon, black, immaculate; £350.

1951 Riley 2½-litre sports saloon, radio and heater; £425.

1940 Riley 2½-litre sports saloon; £375.

MANY more to choose from, send us your enquiries; terms and exchanges.

MAIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. (C3000)

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825ms.—Alvis 14 1950 super sports 2-seater, red, at ivory leather, small mileage, nearly new.

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445ms.—Aston Martin 1937 15/60hp short chassis 2-4-seater, duo-red, red leather, telecontrols, exceptional condition.

425ms.—Triumph 1800 1948 Roadster coupe, black, fawn leather.

395ms.—Singer 9 1951 4A.B. sports roadster, red, glass sidescraper, i.f.s.

395ms.—Rolls-Royce 1933 Phantom II 40/50hp Barker 4-door sports saloon.

365ms.—M.G. Midget 1947 T.C. 2-seater, very good condition.

325ms.—Sunbeam-Talbot 10, July, 1940, sports 4-seater.

295ms.—Singer 1937 (registered July, 1951) 16/55 supercharged sports roadster, independent front and rear suspension.

265ms.—Morgan 4/4 1939 sports 2-seater, 2 spare wheels.

245ms.—Fraser Nash-B.M.W. 1935 2-litre Type 55 convertible sports coupe.

225ms.—Lagonda 1934 4½-litre drop head coupe, radio.

175ms.—A.C. 1935 16/56hp Greyhound sports saloon, radio; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

JOHNSON & BROWN, offer: 1949 Allard drop head coupe, £425; 1935 Th. Schneider 13hp Corsica sports tourer, £225; Silverstone Henley, ex Betty Hale, very fast, many mods., £85; Armstrong Siddeley 12hp 1936 tourer, exceptional condition, £160; Lagonda M 45 4½-litre V.D.P. tourer, recent engine overhaul, £295; Bentley 4½-litre 1931, H. J. Mulliner, sedan de ville, exceptional, £475; Kieff 500cc J.A.P. racing car, £150; 1936 model Lagonda L2 45, 4½-litre tourer, £245; Jaguar XK 120 £1,050—Ringers Rd., Bromley, Kent (20 Minutes Victoria), Ravensbourne 6479 and 2522. (C3049)

BARTLETT offers the following selected sports cars at competitive prices:—Alfa Romeo 1000hp Farina coupe, recorded mileage 17,000, £795; Aston Martin 1939 2-litre 2-seater coupe, £395; Fraser Nash-B.M.W. special 328 saloon, £450; Fraser Nash 1937 Shelby 2-seater, £195; Healey Elliott saloon, very exceptional car, £650; Invicta special 1000hp 4-seater, £475; Jaguar 5½-litre 1000hp 2-seater, reconditioned, £375; Mercedes Type 500 Cabriolet, works maintained, £495; Rolls Bentley 3½ saloon, many extras, £475; Singer show model drop head coupe, £1,200; Sunbeam-Talbot 1951 90 coupe, £625; and many others—27a, Pembroke Villas, W.11. Bayswater 0243. (C1013)

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

VINTAGE car owners! Tyres half price! See under "Tyres.—Speedsters, Ltd. (C4046)

BARTLETT will pay more for good sports cars.—27a, Pembroke Villas, W.11. Bayswater 0523. (W1013)

PERFORMANCE Cars urgently required sports cars.—Great West Rd., Brentford, Middlesex, Raina 8841, 107, New Cavendish St., Great Portland St., W.1. Museum 6221. (W3041)

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.15. Riverside 10753/R

S.S.

1935 S.S. 16hp maroon drop head coupe with radio, 2 extra new tyres, excellent condition; £200 or nearest offer.—Desaunmores, 6, Beaufort Gdns, S.W.3. Ken. 0376. (C1070)

STANDARD 8

1946 Standard 8 saloon, very nice condition; £245.

READ BROS MOTOR CO. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. (C3048)

£265—1946 Standard 8 drop head coupe, in excellent condition throughout.—Below.

£195—1939 Standard 8 saloon de luxe, carefully used, and outstanding value; 3 months' guarantee, hire purchase, exchanges.

L. Ashby, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

STANDARD 8 saloon 1947, rebored, recellulosed, one owner since new, immaculate condition; £295.—Nuri Bell, Putney Vale, Putney 7851. (C1070)

1948 Standard 8 saloon, black, brown leather, reconditioned unit just fitted, immaculate; £525.—R. S. Currie & Co., Ltd., 109, Westbourne Grove, W.2. Bayswater 0085. (C1065)

1933 Standard 8 saloon, overhauled mechanically, coachwork grey with blue leather, excellent; £175.—Ace of Spades, Great West Rd., Hounslow 5476 (Outerley Station). (C3027)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**£275**—Standard 8 saloon, 1946-7, black with brown upholstery; or £252 deposit and 12 or 18 monthly payments.—**Starnes Motors**, 103, Cricklewood Broadway, N.W.2. Gl. 2490. (11134)

**ROYB** offer 1959 Standard 8 saloon, which must be appreciated on inspection; £225; h.p. and exchanges.—**Roy's Automobiles, Ltd.**, 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

**1935** Standard 8 saloon, sound value; £297.—**Smith and Hunter, Ltd.**, 876, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

**£245**—1939 Standard 10 4-door de luxe saloon, excellent value; 3 months guarantee; hire purchase, exchanges.—**LAMB'S** Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

**1939** Standard 12, excellent; £255, 3 months' guarantee; terms and exchanges.—**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5229 and 3774. (C3054)

**1947** Standard 12 de luxe saloon, black-brown leather, in very good condition; £560.—**G & R GARAGE, Ltd.**, 53, Victoria Rd., Surbiton, G. Kimbridge 6755. (C3025)

**TANKARD & SMITH, Ltd.**—1946 Standard 12 saloon de luxe, finished in black with brown leather upholstery; £345.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. (C4025)

**£89** offer—Standard 12 saloon 1955, rebored 1951, overhauled, new gear box, water pump, rewired, five good tyres, perfect, taxed, insured June.—**Box 1307**. (1841)

**ROYB** offer a magnificent 1946 Standard 12 saloon, one private owner; £350; h.p. and exchanges.—**Roy's Automobiles, Ltd.**, 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

**£395**—Standard 12 de luxe 1948 4-door saloon, £395 sliding roof radio, heater, new engine, reconditioned, serviced weekly, very good condition, one owner, taxed and insured, owner taking delivery of new car.—**Havensbourne 4827**. (1769)

**1948** Standard 14, sun roof, black/green; £335.—**Halls (Finchley), Ltd.**, Odion Parade, North Finchley, London, N.12. Tel. Hillside 1044. (1909)

**1948** Standard 14 saloon, black with red leather upholstery, taxed; £375.—**Seymour & Clements, Ltd.**, 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. (C4007)

**£325**—1946 Standard 14, blue, immaculate cellulose, second engine, new tyres, a very nice car.—**Kim Autosales**, 66, Hatfield Rd., Wimbeldon, S.W.19. Wimbeldon 4825. (C3067)

## STANDARD VANGUARD

**LEX** (July) Standard Vanguard, grey/red leather, loose covers, heater, radio, wing mirrors, mileage 6,400, in new condition throughout; £650.—**Lex Garages, Ltd.**, Lexington St., Piccadilly, W.1. Gerrard 8600. (1913)

**WM WELBECK MOTORS, Ltd.**, proudly offer:—

**1952** Estate car, in pale blue with red leather, 12,000 miles, overdrive, heater, whole car as new; £725.

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). (C4049)

**ACRES** offer:—

**1950** Standard Vanguard, grey, unmarked, as new; £495.

**ACRES AUTOM, Ltd.**, 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1009. (C1002A)

**CAR MART, Ltd.**

**1953** Standard Vanguard Phase I saloon, 3,000 miles; £675.

**1951** £525.—**Car Mart, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. (C1039)

**RAYMOND WAY**

**RAYMOND WAY OF KILBURN**

**RAYMOND WAY, The Hire-Purchase Specialists.**

**1949** Standard Vanguard saloon, 20,000 miles only, fitted radio and heater, mechanically sound throughout, 41000s

**HIRE** purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Road, Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

**XL SERVICE STATION.**

**IMMEDIATE** delivery, Standard Vanguard Phase II, black, Tygon upholstery, part exchange welcomed.—**Kingston Vale, S.W.15. Kin. 8333**. (C4060)

**B J. HUNTER, Ltd.**, offer:—

**1951** 52 Vanguard saloon, one owner, remarkable order throughout; £625.

**B J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

## STANDARD VANGUARD

**OVERSEAS CARS, Ltd.**, offer:—

**1952** Standard Vanguard saloon, grey, red leather, heater, one owner, exceptional condition; £650.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C3031)

**PHILIP RICKARDS, Ltd.**, offer:—

**1953** Standard Vanguard Ph. II, black, low mileage, superb condition, deferred terms.—**Brick St., Park Lane, London, W.1. Grosvenor 4772-3**. (C3051)

**MC KINNON MOTORS, Ltd.**, offer:

**1951** (Nov.) Vanguard saloon, Comet blue, red leather, 12,000 miles only, genuine, one owner only, immaculate condition interior and exterior; part exchanges and confidential payments scheme available; £550.

**MC KINNON MOTORS, Ltd.**, Langham House, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. (C3020)

**CHARLES RICKARDS, Ltd.**, offer:—

**1951** (Nov.) Standard Vanguard, finished Comet blue with red leather, 16,000 miles, taxed, in exceptional condition throughout; £545.

**ASO** a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

**56** Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 8 mins. from Marble Arch).—**Pad. 1890**. (C3050)

**D J. SHEPHERD & Co. (Enfield), Ltd.**, offer:—

**1952** Standard Vanguard saloon, green, excellent condition throughout, fitted H.M.V. radio, taxed; £650.—**D. J. Shepherd & Co. (Enfield), Ltd.**, 436, Hertford Rd., Enfield. Howard 1631. (C4009)

**1953** (April) Vanguard, 3,000 miles; £725.—**Below**.

**1952**, 16,000 miles; £650.—**Manfield Autos, Ltd.**, Euston 2587. (C3001)

**BLUE STAR GARAGES**—Please see our display advertisement on page 250. (1919)

**£395**—Late 1949, leather, heater, immaculate.—**Value Cars, East Sheen. Prospect 7520**. (1558)

**1949** (November) Vanguard saloon, black with red interior, superb condition throughout; £635.—**Robbins, East Putney. Tel. 4581**. (C3010)

**1953** Phase II Vanguard, 550 miles; £755.—**Evans & O'Malley, Ltd.**, Loundes Sq., Knightsbridge, S.W.1. Tel. Sloane 1553 or 1709. (1708)

**1953** Vanguard saloon, 4,000 miles, as new; £745.—**Bells Service Garages**, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

**1951** (October) Vanguard, low mileage, 28mpg, heater and overdrive; £665.—**John Gray 20**, Hermitage Lane N.W.2. Speedwell 1242. (C3020)

**1952** Vanguard, black, 1 drive, heater, low miles; £670.—**Smith and Hunter, Ltd.**, 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

**1950** Vanguard saloon, radio, seat covers, 27,000 miles, excellent condition throughout; £450.—**Beardmore, 26, Queensway, W.2. Bayswater 0136**. (C1015)

**1950** Standard Vanguard saloon, one owner since new, leather, heater; £465.—**L. F. Dove, Ltd.**, 69, Broadway, Wimbeldon, S.W.19. Liberty 3456. (C1077)

**1951** (November) Vanguard saloon, heater, 16,000 miles, taxed, immaculate; £545; exchanges.—**Albery & Bernard, Ltd.**, 372, Kings Rd., Chelsea. Fla 7345. (1908)

**1953** Vanguard (reg. December 1952) P1 saloon, grey with heater, 8,500 miles; £575; part exchange enquiries invited.—**G. P. Morley, Ltd.**, 54, Streatham Hill, S.W.2. Tulse Hill 4498. (C3016)

**ARCHIE SIMONS & Co., Ltd.**—1951 Standard Vanguard saloon, grey/red leather, nominal mileage, one careful owner since new; £545.—94, Ot. Portland St., W.1. Lan. 1543. (C4013)

**BARGAIN** 1949 (July) Standard Vanguard saloon, 9 grey blue leather, heater, one owner since new, 32,000 miles, taxed; £550.—**R. M. Motors**, 101, Brighton Road, Coulsdon, Surrey. Upl. 4841. (1901)

**1951** Vanguard, black with red leather, one owner, taxed December 1953, first-class condition throughout; £575.—**Miles Motors**, 60, High St., Uxbridge. Tel. 125,2967. (C3070)

**1952** (February) Standard Vanguard saloon, colour grey, one owner, mileage 21,000, very carefully used; £595.—**Dixon's Garage**, 134, West Hill Putney, S.W.15. Putney 0396. (C1073)

**1951** Vanguard, grey, red upholstery, radio, heater, loose covers, 13,300 miles, taxed, one owner, immaculate condition; £565.—**K. J. Motors, Ltd.**, Bromley Ravensbourne 3456-7-8-9. (1795)

**£475**—Vanguard 1949, fitted 1953 engine and front, leather upholstery, loose covers, radio, heater, exceptional.—**H. C. Paul, Ltd.**, 32, Bruton Place, W.1. Mayfair 0823-2. (C3040)

**1951** (Nov.) Standard Vanguard sal., Comet blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £575.—**C. A. Peto, Ltd.**, 42, North Audley St., W.1. May. 3051. (C3043)

**£595**—1952 Vanguard, radio and heater, 15,000 miles, new condition, black with red upholstery; terms, exchanges.—**G. S. Hall, Ltd.**, 302, King St., Hammersmith, W.6. Riverside 2881. (C2631)

**1951** (Feb.) Standard Vanguard saloon, black, leather, heater, one owner, low mileage; £495.—**Garage Service Co., Ltd.**, 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 9892 or 7006. (C2019)

## STANDARD VANGUARD

HAVING purchased A40 sports at low price, will best offer for 1950/51 Vanguard, 22,000 miles, heater, leather, absolutely immaculate; must sell.—**Chiswick 3848, 67, Beaconsfield Rd., W.4. 1624**

**£450**—Vanguards, 1950 model saloons, black, radio, heaters, low mileage, choice of 3, guaranteed.—**Kings Motors**, 1, High St., Hounslow. Tel. 8332. (C2049)

**1949** Standard Vanguard saloon, black, radio and heater, immaculate condition throughout; £425.—**R. S. Currie & Co., Ltd.**, 105, Westbourne Grove, W.2. Bayswater 0055. (C1065)

**J. DAVY** offers 1951 Vanguard one-owner saloon, blue/red leather, H.M.V. radio, heater, etc., exceptional condition; £495.—180-184, Kensington High St. (Western 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (C1069)

**!!!**—Exceptional opportunity, 1951 Vanguard (1952 features), leather, heater, mileage 17,000, coachwork indistinguishable from new, spotless interior, faultlessly maintained; bargain! Slight terms, exchanges.—**Home & Overseas Motors**, 160, Finchley Rd., N.W.3. Hampstead 0087/9. (1850)

**425** ens.—Standard Vanguard 1951 saloon, maroon, lawn leather, radio, heater, twin spotlights, one owner, very good condition; choice of 3 Vanguards; terms, exchanges, list, open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041**. (C4016)

**£825**—Phase II Standard Vanguard saloon, originally cost over £950 with extras when delivered in April this year, extras consist of de Normville over-drive, special leather upholstery, built-in radio and heater, mileage 6,000 and condition virtually as brand new in every respect, petrol consumption up to 36 mpg on this model.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue 400 cars in stock—see "Guide to the Show" full-page advert in this issue. (C1055)

**Standard Vanguard Cars Wanted**

**ROWLAND SMITH'S, The Car Buyers**—Highest cash prices for Standard Vanguard.—**Hampstead (Tube) N.W.3. Ham. 6041**. (W4018/R)

## STANDARD MISCELLANEOUS

**CARRS AUTO SALES, Ltd.** Standard House, South End, Croydon, Gro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexley Heath and Farnham. (10026/R)

**Standard Miscellaneous Cars Wanted**

**THE CAR MART, Ltd.**, wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3456. (0573/R)

**ROWLAND SMITH'S, The Car Buyers**—Highest cash prices for Standard.—**Hampstead (Tube) N.W.3. Ham. 6041**. (W4018/R)

**PRIVATELY** owned Standard 12 or 14—S. Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2307)

**MARSTON MOTOR Co., Ltd.**, for your Standard.—**Tel. Sta. 8000—Seven Sisters Rd., Tottenham N.15**. (10181/R)

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguards.—**May. 3051**. (W5045)

**Standard Spares and Service**

**STANDARD & TRIUMPH SALES, Ltd.**—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—**Standard & Triumph Sales, Ltd.**, London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). (0166/R)

**KJ MOTORS, Ltd.**, for spares, reconditioned units, Girling agents.—**Bromley, Kent. Rav. 3456**. (10367/R)

**STANDARD** spares and replacement units.—**John Kaye (Leeds), Ltd.**, New York Rd., Leeds, 2. Tel. 29439. (0501/R)

**STANDARD and Triumph** spares and service, replacement units.—**W. T. Richards (Bexleyheath), Ltd.**, 74-76, Broadway, Bexleyheath. Tel. 1666-7. (10247)

**STANDARD** spares all models from 1935; replacement units; complete overhauls, reconditioning.—**Putlocks, Ltd.**, Alexandra Terrace, Guildford, Tel. 5591. (10167/R)

**STANDARD** spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering.

**WHITE'S GARAGE, Ltd.**, Standard and Triumph Distributors, Grimsby. Tel. 5486. (0475/R)

**MARGATE, Kent.**—Service and spares for all models.—**Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 2405**. (4732)

**STANDARD** spares for all models; largest provincial stockists.—**Hollingsdrake Automobile Co., Ltd.**, Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (0355/R)

**LANKESTER ENG. Co., Ltd.** (distributors in Surrey 1951).—Full range of spares, phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. (0286/R)

**HALLS (FINCHLEY), Ltd.**, have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bexley stockists.—**Arcadia Ave., Finchley, N.3. Finchley 5908/9**. (10026/R)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STUDEBAKER

SIMPSON'S offer:—

**RHD** 1952 Studebaker Commander hardtop coupe, radio, heater, overdrive, grey/maroon, 17,000 miles. [C2018]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists)—345, High Rd., Wembley 891/3903. [C4015]

**RHD** 1952 Studebaker Starliner, hard top coupe; exchange and terms.—Valentine 4674, after 6. [C2018]

**1949** Studebaker Champion convertible, radio, heater, power operated hood and overdrive, beautiful condition; £285.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. [C4036]

**£295**—1939 (October) Studebaker 26hp Commander saloon, cream, one owner only, in almost faultless condition throughout, new tyres, taxed; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 0490. [C1024]

**1951** Studebaker Champion, finished in pale green, beautiful grey upholstery, fitted with super tartan Tyran seat covers, built-in Bendix radio and heater condition as new; £250.—Northgate Motors, Rock St., O'dham, Main 6370. [1784]

**1951** RHD Champion blue, five-passenger coupe, excellent condition, plastic seat covers, directional signals, oil filter, 19,000 miles; £550 with purchaser to pay import taxes and onward shipment.—R. J. Boylan, American Consulate, Singapore. [1907]

## SUNBEAM

**COMPLETE CAR SERVICE, Ltd.**—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tu. 4505. [10515/R]

**1935** Sunbeam 24hp saloon de luxe, wheel discs, 3 fitted suitcases, 33,000 miles only since new; £135, 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034]

**CROWN** Sunbeam Spares and Service—Sunbeam—Baird & Chidlaw, Ltd., Fendleton, Manchester, 6. [1932]

## SUNBEAM-TALBOT

MERCURY offer:—

**£275**—1939 Sunbeam-Talbot 10 saloon, excellent runner, respayed, spotlight, regularly serviced, exchanges, terms. [C3013]

**MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx.** Wembley 6058-9. [C3013]

OVERSEAS CARS, Ltd., offer:—

**1952** Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, exceptional condition throughout; £250. [C3031]

**OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3.** Tel. Kensington 7475. [C3031]

WARWICK WRIGHT, Ltd., offer:—

**1952** Sunbeam-Talbot convertible 90 coupe, heater, black 14,000 miles; £795. [C3045]

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.** Mayfair 9761. [C3045]

METROPOLITAN MOTORS, offer:—

**1951** Series Sunbeam-Talbot 90 saloon, fitted all extras, taxed, one owner since new and in excellent condition; £775. [C1327]

**1951** Sunbeam-Talbot drop head, one owner, perfect; £715.—Metropolitan Motors, Horn Lane, Acton, W.5. Acorn 5064. [C1327]

GUY SALMON AUTOMOBILES, offer:—

**1953** Sunbeam-Talbot 90 saloon, 1,600 miles, bronze/red leather, a virtually new vehicle at considerable saving under list £1,050. [C4001]

**1950** Sunbeam-Talbot 90 drop head coupe, heater, Ace Rimbellashers, excellent condition; £625. [C4001]

**1950** Sunbeam-Talbot 80 drop head coupe, 18,000 miles, H.M.V. radio; £650.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [C4001]

HENDON CENTRAL GARAGE, Ltd., offer:—

**1951** series Sunbeam-Talbot 90 saloon, fitted all extras, taxed one owner since new, 16,000 miles and in immaculate condition; £775.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8044-5. [C2034]

**1951** Sunbeam-Talbot 90, green with many extras; £825. [C2034]

**1951** Sunbeam-Talbot 90 drop head coupe, bronze, radio; £790. [C2034]

**HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12.** Tel. Hillside 1044. [1910]

**1947** Sunbeam-Talbot 2-litre sal., grey, 32,000 miles, ex. cond. [C4029]

**TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2.** Temple Bar 3336. [C4029]

**1951** Sunbeam-Talbot saloon, green, 9,000 miles only, red leather.—Owner, Box 1339. [1664]

**BLUE STAR GARAGES.** Please see our display advertisement on page 250. [1923]

**1951** (July) Sunbeam-Talbot 90 saloon, 12,000 miles, private owner; £700.—Tel. 4049. [1796]

**1950** (Sept.) Sunbeam-Talbot 90 saloon, bronze, with red leather, one owner, 12,000 miles, as new; £660.—Below. [1796]

**1950** (Feb.) Sunbeam-Talbot 90 saloon, black, with red leather 24,000 miles, as new; £680.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1597]

**1948** 10hp saloon, black, one owner, reconditioned motor, recently fitted, new condition; £465.—Lee Green 0384. [1657]

**1952** Sunbeam-Talbot 90 saloon; £975; 1,700 miles, bronze, red leather, heater, practically a new car.—Tel. Rickmansworth 4137. [1654]

## SUNBEAM-TALBOT

**£495**—1948 model Sunbeam-Talbot 2-litre sports saloon, tiny mileage and in as-new condition; 3 months' guarantee; hire purchase, exchanges, L. AMBES Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

**£625**—1951 Sunbeam-Talbot 90 saloon, green, red interior, Ace Rimbellashers, taxed, superb condition throughout, absolutely genuine.—Below. [C2067]

**£595**—1951 Sunbeam-Talbot 90 four-door drop head coupe, black, red interior, a connoisseurs car in beautiful condition.—Elm Autosales, 68, Hatfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067]

**1950** Sunbeam-Talbot 90, metallic grey, with grey leather, outstanding condition throughout; £575.—Peter Bantock Car Sales, 104, High Rd., Chiswick 2725/5870. [C1014]

**925** gns.—Sunbeam-Talbot 90, 1953 model Mark IIa sports saloon, black, sliding head, red leather, one owner, 7,500 miles, practically new, original cost; £1,350; terms, exchanges.—Rowland Smith, below. [C2067]

**695** gns.—Sunbeam-Talbot 90, Sept., 1951, Mark II sports saloon, satin bronze, sliding head, leather, one careful owner, excellent condition; terms, exchanges.—Rowland Smith, below. [C2067]

**295** gns.—Sunbeam-Talbot 10, 1939 sports saloon, copper bronze, sliding head, fawn leather, choice of 5 Sunbeam-Talbots, terms, exchanges; let open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041. [C4018]

**1953** (August) Sunbeam-Talbot Alpine 2-seater, fitted heater and radio, tonneau cover, luggage bar, as new, cost £1,350; £1,135.—Astle, Burton, on Trent, Tel. 3672. [1771]

**JACK ROSE, Ltd., offer** 1952 model 90 Sunbeam-Talbot saloon, in blue, beige upholstery, almost as brand new inside and outside mileage 15,000; £235.—Stifford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

**1950** (Oct.) Sunbeam-Talbot 90 Mk. I convertible, one owner, one owner, metallic green-beige leather; £650.—W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. [C4053]

**CAMDEN MOTORS** for Sunbeam-Talbots.—90 saloon, 1950 model a one-owner in black with tan leather interior, attractive appearance, sound mechanically and of moderate total mileage, golden opportunity at only £565. [C4053]

**CAMDEN MOTORS** for Sunbeam-Talbots.—Later C models 1951-2 with 2½-litre engine, drop heads and saloons, others from 1948; at £475, 400 other cars. See Guide to the Show "full-page advert. in this issue. [C4053]

**CAMDEN MOTORS, the Sunbeam-Talbot Specialists,** Leighton Buzzard, Beds, Tel. 2041. Open till 6 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

**ARCHIE SIMONS & Co., Ltd.—1948** Sunbeam-Talbot 10hp 4-door sports saloon, colour black, sunshine roof, engine recently overhauled, in excellent condition in every way; £475.—94, Gt. Portland St., W.1. Lan. 1343. [C4013]

**EX-WORKS** team car, 1950 (Nov.), finished in Alpine mist, red leather, fitted with special controls, Alfa brake drums, Minter M20 brake linings, balanced springs, Alpine type shock absorbers, a fascinating car with a most successful history; £625. [C4013]

**G. E. HARPER, London Rd., Stevenage.** Tel. 700. [1798]

**1953** (May) Sunbeam-Talbot 90 sports saloon, black, fawn leather, guaranteed 8,200 miles; one lady owner; £935; terms, exchanges; demonstration with pleasure.—Ebdons Automobiles, Ltd., Rootes Group Distributors, 16-28, Bath Rd., Cheltenham, Tel. 55391. [1859]

**EXCHANGE** for £250-£300 and sound car, R.A.C. examination both sides, or sell £300, M.K. 15 90 drop head coupe, delivers August, 1951, one owner maintained peak condition solely Rootes agents, mileage 22,000, heater, screen-washer, nylon covers, original tyres, remoulded Dunlops at 19,000, record all services etc., since new, positively faultless; seen Essex or London area.—Box 1398. [1842]

## Sunbeam-Talbot Cars Wanted

**C** **THE CAR MART, Ltd.,** wish to purchase Sunbeam-Talbot cars.—320, Euston Rd. N.W.1. Euston 1212. [10516/R]

**R** **ROOTES DISTRIBUTORS** **REQUIRE** modern low-mileage Sunbeam-Talbot cars **BIRMINGHAM**—Lower Temple St (Central 8411). [10516/R]

**B** **MANCHESTER**—129, Deansgate (Blackfriars 6677). [10516/R]

**M** **MAIDSTONE**—(Maidstone 3353). [10516/R]

**C** **CANTERBURY**—(Canterbury 5252). [10516/R]

**R** **ROCHESTER**—(Chatham 2251). [10516/R]

**W** **WROTHAM Heath** (Borough Green 4). [10516/R]

**R** **ROOTES Ltd., Devonshire House, Piccadilly, W.1.** Tel. Grosvenor 3501. [10516/R]

**R** **ROWLAND SMITH'S, The Car Buyers.** Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube). N.W.5. Ham 6041. [10516/R]

**B** **BARTLETT** will pay more for good Sunbeam-Talbots.—27a, Femburgh Villas, W.11. Bayswater 9253. [10516/R]

**U** **URGENTLY required, 1950** Sunbeam-Talbot 80 or 90 saloon.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 1681. [1441]

## Sunbeam-Talbot Cars Wanted

**BIRMINGHAM** and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. [10089/R]

**C** **CRIPPS** of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46381. [10463/R]

## TALBOT

**225** gns.—Talbot 10, 1938 sports saloon, black, sliding head, grey leather; terms, exchanges.—Rowland Smith, below. [C4018]

**95** gns.—Talbot 1937 105 sports saloon, black, sliding head, grey leather, manual gear change, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041. [C4018]

**ROYS offer:—1936** Talbot 7-passenger limousine with partition, excellent; £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8984. [C3059]

## Talbot Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.** Highest cash prices for Talbot.—Hampstead (Tube). N.W.5. Ham. 6041. [104018/R]

**JOHN BLAND** for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.15. Vandyke 1612. [1096/R]

**L** **ARGE** stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [10864/R]

## TRIUMPH

ACRES offer:—

**1950** Triumph Renown, metallic grey, radio and heater, low mileage, one owner; £595. [C1002]

**ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4.** Tel. Macaulay 2211-3. [C1002]

RUSSELL MOTORS offer:—

**1952** Triumph Mayflower, 6,000 miles, silver grey, red leather; £485. [C3060]

**ANY** trial or examination. [C3060]

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1.** Sloane 9288. [C3060]

**TOM GARNER, Ltd., offer:—** [C3060]

**1953** Triumph Mayflower saloon, black with fawn upholstery, heater, 3,000 miles, one owner, in excellent condition; £450. [C3060]

**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.** Blackfriars 9265-6-7. [C3060]

SWANMORE GARAGE offer:—

**1950** Triumph Renown saloon; £675. [C4024]

**EXCHANGES** or terms. [C4024]

**SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth.** Tel. Southbourne 45544. [C4024]

B. J. HUNTER, Ltd., offer:—

**1948** Triumph 1800 coupe, late property of engineer; £495. [C2040]

**1947** Triumph 1800 coupe, fitted heater, new hood, superlative condition; £450. [C2040]

**B. J. HUNTER, Ltd., 25, Cicklewood Broadway, N.W.2.** Tel. Gladstone 6305. [C2040]

H. A. SAUNDERS, Ltd., offer:—

**1951** Triumph Renown saloon, metallic grey with grey upholstery, heater, recorded mileage 21,530; £615. [C3027]

**836**—642, High Rd., N.12. Hillside 5272 (8 lines). [C3027]

**PEELIP RICKARDS, Ltd., offer:—** [C3051]

**1953** Triumph Renown, 500 miles only, black; part exchanges, deferred terms.—4, Brick St. Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

**CHARLES RICKARDS, Ltd., offer:—** [C3051]

**1953** (Jan.) Triumph Mayflower, finished black with red leather, fitted heater, seat covers, 5,500 miles, one owner, faultless condition; £595. [C3051]

**A** **LSQ** a good selection of genuine low mileage cars offered with our 3 months' guarantee. [C3050]

**56**—Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch), Ped. 1920. [C3050]

**BLUE STAR GARAGES.** Please see our display advertisement on page 250. [1923]

**1950** Renown, black and beige, heater, one owner, taxed, excellent condition; £595.—Belgo. [1794]

**1949** Renown, black and grey, heater, radio, demisters, fog lamp, taxed, one owner, exceptional condition; £556.—K. J. Motors Ltd., Bromley, Ravensbourne 3456-7-8-9. [1794]

**TRIUMPH Vitesse, excellent all-round condition; £210.** [1794]

**1951** Triumph Mayflower, one owner, 20,000 miles; £495, 3 months' guarantee, terms and exchange. [C4054]

**JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5225 and 5774.** [C4054]

**£445**—Triumph 1800 razor-edge saloon, 1947, in black with fawn leather interior, original in every respect, unrepeatable opportunity. [C4054]

**CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041.** Open till 6 p.m. Mondays to Saturdays. Write for catalogue 400 cars in stock—see "Guide to the Show," full page advert. in this issue. [C1035]

**1948** (July) Triumph 1800 roadster, red/blue, £285 spent recently, prettiest on road radio; £485.—17, Ringstead Rd., Sutton. Viviant 5064. [C2025]

**1951** Triumph Renown saloon, 12,000 miles, radio; £795.—Gordon Cars (London), Ltd., 775, Euston Rd. London, N.W.1. Eus. 6611. [C2025]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## TRIUMPH

**1952** Mayflower green saloon, leather and heater, genuine mileage 8,800, immaculate throughout; £550.—Campbell Symonds, Wembley 6262. (C1037)

**645** gns.—Triumph Renown, 1951 saloon, gunmetal, leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, Hampstead. (C1038)

**595** gns.—Triumph Mayflower, May, 1953 saloon, black, fawn leather, one owner, 2,375 miles, brand new condition; terms, exchanges.—Rowland Smith, Hampstead. (C1039)

**425** gns.—Triumph 1800, 1948 Roadster coupe, carefully used, excellent condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6011. (C1040)

**1935** Triumph Gloria 16hp saloon, green and black, very nice condition; £145.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. (C1041)

**1938-9** Triumph 1½ drop head coupe, guaranteed; £275; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631/9414. (C1042)

**1952** Triumph Mayflower saloon, black, red leather, carefully maintained, one owner; £245.—Fantham Service Garage, London Rd., Guildford 5526. (C1043)

**1952** Renown, grey, heater, radio, genuine low mileage, spare unused, owner driven; £775 o.n.o.—Oakes, Atch-Lench, Evesham, Wors. (1930)

**1953** (May) Triumph Mayflower, black, underseated, 1,600 miles, faultless, genuine reason for sale, offers to—Hazel Holm, Stafford Rd., Bloxwich, Walsal. (1970)

**1952** Triumph Mayflower, heater and leather, immaculate condition; £250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

**£265**—1939 Dolomite saloon, black and chrome, very smart and fast car, good tyres.—Elm Automotors 68, Hatfield Rd., Wimbledon, S.W.19. Wimbledon 4825. (C1067)

**TRIUMPH** 2000 Roadster, August '49, grey with red leather, fitted heater, radio and other extras, new hood; £475.—State of Leeds, Ltd., Main Ford Dealers, New York Rd., Leeds, 2. (1902)

**1949** Triumph Roadster, champagne, new engine and clutch recently fitted, new hood, radio, mobile, side spot and flame thrower, immaculate inside and out; £600 o.n.o.—Box 1321. (1677)

**NAVY** & ROOT.—1948 Triumph 1800 Roadster, metallic grey, blue hide, excellent value; £465, written guaranteed.—25, East Hill, Clapham Junction, S.W.11. Battersea 2252. (C1022)

**1949** Triumph Renown, black, tan upholstery, lovely condition, appearance immaculate, mechanically faultless, privately owned, urgent, private sale, 26,000 miles, a genuine bargain; £495 cash.—Tel. Liberty 7709 (London). (1894)

**TRIUMPH** Renown, October 24, 1951, mileage 11,000, one owner, regularly maintained by makers, immaculate and faultless, fitted overdrive, numerous extras, any trial London; £790 or near.—Tel. Kensington 6642. (1258)

**TANKARD & SMITH, Ltd.**—Offer 1951 Triumph Mayflower, blue with blue leather, nominal mileage, exceptional condition throughout; £535; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Plaxman 4801-3-3. (C1026)

Triumph Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. (0974/R)

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**F** FULL value paid for Triumph or similar.—54, Strat-ham Hill, S.W.2. Tulse Hill 3676. (W3016)

**MARSTON MOTOR CO., Ltd.**, for your Triumph.—Tel. 81a, 8000.—Seven Sisters Rd., Tottenham, N.15. (1012/R)

**CASH** immediately for good Triumph.—Details please to H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May 3051. (W3045)

Triumph Spares and Service

**S & T** STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd. St. John's Wood, N.W.3. Maids Vale 9114 (10 lines). (0397/R)

**BABILL ROY, Ltd.**—Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Ian 7733. (0145/R)

**TRIUMPH** spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3528). (0355/R)

Utility Cars

**COACHCRAFT** offer:—

**£365**—1946 Alvis 14/4 estate brake, particularly well kept dual-purpose vehicle, fast, economical, and in superior condition throughout, very well constructed and pleasing body on the right chassis, privately owned and properly maintained, no replacements or repairs necessary; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6339. (C1065)

## UTILITY CARS

**JACK STONE & SON, offer:—**

**1947** Bedford 10 7-seater, metal body; 1945 Hillman 10 5-seater, wooden body; 1939 Ford V.8 91A 7-seater, wooden body; 1936 Buick 27hp 7-seater, wooden body; coachbuilt wooden utility bodies to your own specifications; £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. (C1021)

**CYRIL SHEPPARD, of Reading, offers:—**

**1951** Jowett Bradford de luxe, spotless; £395.—Sheppards Hill, London Rd., Reading. Sonning 2545-6. (1916)

**H. M. BENTLEY & PARTNERS, Ltd., offer:—**

**1935** Bentley 3½-litre utility, two owners, recent engine overhaul; £685

**9**, Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

**1948** 1½-litre Riley utility, excellent condition throughout, Motorola radio, any trial or examination.

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47**, Sloane St., S.W.1. Sloane 9998. (C1060)

**BRADFORD** utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow, Tel. 6225-6. (0621/R)

**£495**—Alvis 14 1948 utility, 4-drm., pleasing wood alloy, 4-seater and excellent luggage space, exceptional mechanical order; many others.

**BENMOTORS, 1**, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

**CASE'S MOTOR MART**—1948 Fordson Martin Walter Uilleon, one owner, written guarantee.—5, Warren St., W.1. Euston 5553. (C1040)

**1948** ex-W.D. Humber Utility, wooden body, good mechanical condition; £125.—Leavers, Ltd., 2, Reading Rd., Henley-on-Thames, Tel. 198. (1765)

**1950** A40 Countryman, immaculate condition, guaranteed; £450; exchanges, terms.—Palmer, 5, Russell Gardens, Kensington, W.14. Park 9704. (C1034)

**HUMBER** wooden utility, reg. '49, £300; 1944 10hp Hillman reconditioned and guaranteed; £350.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (C1022)

**SMARTEST**, fastest, brake on road, 1939 Dolomite built 1950, perfect; £350; photographs and details.—Fairhead, Laleham, Staines, Ashford 2620. (1750)

**1951** Austin A40 Countryman, 21,000 recorded mileage, one careful owner; £495.—Cox's Motors, 11-15, Conduit St., Leicester. Tel. 60319. (C1059)

**1950** (June) Austin A70 4-door Countryman, beige metal and varnished wood, fold-flat rear seat, 32,000 miles, recently extensively overhauled, immaculate and perfect throughout; £565.

**H. A. SAUNDERS, Ltd.**, 326-330, Euston Rd., N.W.1. Euston 4511. (C1040)

**1948** Morris Martin Walter Uilleon, beige, new engine recently fitted, one owner, excellent condition; £349.—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. (1970)

**1948** Standard 12 Utility, also 1941 Ford; exceptional bargain; £235; V.8 22 wooden utility £175!—A.Z. Motors, Palmerston Rd., N.W.5. (C1011)

**1948** Chevrolet de luxe Estate Car, 35,000 miles, one private owner; £995.—Taylor & Crawley, 33, Grosvenor Crescent, Hyde Park Corner, S.W.1. Sloane 5213. (C1036)

**J. DAVY** offers Vanguard estate car, hide trim, just J. recellulosed, outstanding condition; £575.—190-194, Kensington 15 St. (Wickham 9641), and 215, Brompton Rd., S.W.5 (Ken. 1108). (C1069)

**WALTER SCOTT, Ltd.**—1950 Vanguard estate, 4-door, grey, red leather, heater, exceptional condition, one owner; £575.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri 5913. (C1006)

**ORDERS** accepted for the new Bedford Dormobile; £545; demonstration vehicle available; exchanges.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Primrose 6159. (0367)

**1952** (Dec., 1951) Bedford 12hp Martin Walter Uilleon 7 forward seats; £475, or exchange saloon.—Gordon Mackintosh, 80, Kingsbury Rd., London, N.W.9. Col. 7542. (1662)

**375** gns.—Standard Vanguard, 1949, 4-seater utility, pastel green, heater, one owner, very good condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. (C1016)

**CAMDEN MOTORS** offer:—1953 Austin A70 Countryman; this superb vehicle cost a fraction under £1,100 a little earlier this year, in addition radio and heater were fitted at considerable extra cost; the condition is virtually equal to new in every respect and our price is only £645.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue; 400 cars in stock—see "Guide to the Show" full page advert in this issue. (C1055)

Utility Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Vauxhall 10

**1947** saloon, perfect, quick sale; £365.—Bayswater 2949. (C1042)

**1939** Vauxhall 10 3-door saloon, very rare and all active model, in excellent condition; £220.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. (11897)

## VAUXHALL 10

**£385**—September 1952 Vauxhall 10 saloon, black, brown leather upholstery, recently fitted with new engine and front suspension units.—Broadway Motors, 67 High St., Hounslow, Hou. 0175. (C1028)

**REALLY** good second-hand Vauxhall 10 required.—Cobb, 50 Harley House, N.W.1. (W1066)

## VAUXHALL 12

**AUTOMOBILIA, Ltd., offers:—**

**1947** Vauxhall 12 4-door saloon, colour black, 35,000 miles, excellent condition; £350.—Pippbrook Garage, Dorking 3991. (1639)

## VAUXHALL 14

**1947** Vauxhall 14 saloon, blue, immaculate condition throughout; taxed; £365.

**MAGDALEN MOTORS**, 211, Trinity Rd., Wandsworth Common, Battersea 5573. (C1005)

**1939** Vauxhall J 14, heater, excellent condition; £235.—Derwent 5605. (1853)

**1948** Vauxhall 14 saloon, immaculate, guaranteed; £380; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C1036)

**£365**—Vauxhall J type 1947 14hp, exceptionally good mechanical condition, good body and interior; many others.

**BENMOTORS, 1**, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

**1938** Vauxhall 14 touring saloon, blue with blue leather interior, good running order; £190.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (C1073)

**95** gns.—Vauxhall 14, 1954 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1018)

Vauxhall Wyvern & Velox

**ACRES** offer:—

**1951** (late) Vauxhall Velox, grey as new; £550.

**1952** (late) Vauxhall Wyvern saloon, black 7,000 miles only; £700.

**ACRES** AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

**ACRES** offer:—

**1950** Vauxhall Velox, choice of 2, low mileage, in immaculate condition; from £500.

**ACRES** AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Macaulay 221-2. (C1062)

**RAYMOND WAY**.

**RAYMOND WAY OF KILBURN**.

**RAYMOND WAY**, the hire purchase specialists.

**1949** Vauxhall Velox saloon, one owner only, recent engine overhaul, immaculate throughout; 439 gns.

**HIRE** purchase terms on the spot with no references. No formalities or guaranties, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6, Maids Vale 8044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C1047)

**SLOCUMBES, Ltd.**

**WE** are pleased to offer the most exceptional 1952 model Velox in blue at £650; speedo reading 26,214.

**BRAND** new Velox, works mileage only; £625.

**MANY** other cars, saloons and tourers, up to £2,875; part exchanges, cars or motor cycles; immediate H.P. facilities, existing H.P. accounts settled; we close at 7.30 p.m. Saturdays 5 p.m.

**SLOCUMBES, Ltd.**, 38-52, Dudden End Lane, N.W.10 (Willenden 4869), and 379, North Circular Rd., N.W.10 (Gladstone 8348). (C1017)

**AUTO SALES** offer:—

**1951** Velox, black, brown, one owner, 21,000 miles, virtually as new; £535.—Auto Sales (London), Ltd., 59-65, Belisle Rd., N.W.6. Maids Vale 5555. (1649)

**B. J. HUNTER, Ltd., offer:—**

**1952** Vauxhall Velox saloon square engine model, fitted heater; £729.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 8303. (C1040)

**H. A. SAUNDERS, Ltd., offer:—**

**1953** Vauxhall Wyvern saloon, metallic grey with red upholstery, heater, recorded mileage 5,600, £745.

**836**—842, High Rd. N.12. Hillside 5272 (8 lines). (C1027)

**ANDOVER MOTOR CO., Ltd., offer:—**

**1953** (Sept.) Vauxhall Wyvern saloon, 1,000 miles, grey with red leather, heater; £740.—Andover, Hants, Tel. 3405. Open week-ends (Sundays, inspection only). (C1063)

**W. J. BROWN, Ltd.**, Established over 30 years.

**1953** Vauxhall Velox, 8,500 miles, black, red leather; one owner; £795.

**339** Finchley Rd., N.W.3. Hampstead 4414. (C1025)

**1953** (October) Vauxhall Wyvern saloon.—Weybridge 600. (C1023)

**BLUE STAR GARAGES**—Please see our display advertisement on page 250. (1918)

**OCT.** 1953, Velox, brand new works mileage only; offers.—Box 1362. (1836)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL WYVERN &amp; VELOX

VAUXHALL Wyvern, Oct. 1953, 500 miles, fitted heater; £775; no offers.—Box 1385. (C1013)

VAUXHALL 1952 Wyvern saloon, 15,000 miles, £695.—Bartlett, 27a, Pembroke Villas, W.11. (C1013)

1953 (September) Vauxhall Wyvern black saloon, 50 miles only; £775.—Larkwood 8677. (C1013)

1950 Vauxhall Velox, one careful owner, 24,000 miles; £495.—Dunham & Haines, 46, St. Luton 2100. (C1017)

GUY ALFRED & Co., Ltd.—1952 Vauxhall Velox, radio, heater, small mileage, superb.—6-7, Warren St., W.1. Euston 3268. (C1005)

1952 (Sept.) Wyvern, dark blue, square engine, heater, covers, negligible mileage, really immaculate condition; £750.—H. A. SAUNDERS, 144, Golders Green Road, N.W.11. Speedwell 0011. (C4004)

1953 (April) Vauxhall Velox saloon, heater, 4,500 miles; terms, exchanges; £785.—12, Park View Rd., Hove 20140. (C1071)

1951 Velox, bronze/red hide, heater, as brand new; £565.—Royston Motor Co., Ltd., Herts. Tel. Royston 2148. (C1071)

1953 Vauxhall Velox, grey, 12,000 miles, fitted heater, Screen-clean, etc.—Wheeler (Newbury) Ltd., The Broadway, Newbury. (C1071)

1949 Vauxhall Velox saloon, excellent condition throughout; £425.—Philip Foster, 106, High St., Uxbridge. Tel. 1202. (C1067)

VAUXHALL Wyvern, 1949, black saloon, new tyres, seat covers, good condition; regular service check; £425.—Tel. Harrow 9022. (C1071)

1950 Vauxhall Wyvern, black, leather interior, heater, one careful owner, in excellent condition; £500.—Tel. Buckhurst 7447 after 6.30 p.m. (C1071)

WYVERN 1950 saloon, black, brown leather, heater, £450.—A. E. McAttee, Putney 5530, 92, Pirbright Rd. Southfields, S.W.18. (C1085)

1953 (Sept.) Vauxhall Wyvern saloon, one hundred miles; £795.—Autowork, Ltd., Winchester. Tel. Winchester 4854. (C1010)

1953 Vauxhall Velox saloon, black, heater, mileage 5,000; £815.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. (C1010)

1951 Vauxhall Wyvern, excellent order; £585.—Smith & Hunter, Ltd., 379, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

1950 Vauxhall Wyvern saloon, one owner, immaculate, guaranteed; £450; payments; Vaughan, 17, Astwood Mews, S.W.7. Tel. 1519. (C4038)

VAUXHALL Velox, November, 1951, new type, immaculate car; £675.—Blue Star Garage, 63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. (C4051)

1950 Vauxhall Velox saloon, finished in satin bronze, heater, etc., unmarked; £520.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. (C4007)

1953 (May) Vauxhall Velox, grey, very low mileage, condition is new throughout; £759.—Ironbridge Service Depot, South Rd., Southall (C4010)

Will demonstrate on behalf of owner. (C1013)

1951 Vauxhall Velox saloon, finished green, leather interior, fitted with seat covers, electric clock and heater, nominal mileage, in excellent condition throughout; £565.—Robbins, East Putney, Tel. 4581. (C4018)

625 cc.—Vauxhall Velox, 1952 model saloon, wide body, radio, heater, moderate mileage, excellent condition; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1951 Vauxhall Velox, colour grey, 5 good tyres, radio, heater and other extras; carefully used by mechanical engineer; this car has left-hand drive and is an exceptional car offered at the low price of £495.—Fletcher, Meole Grange, Shrewsbury. Tel. 4210. (C1263)

ARCHIE SIMONS & Co., Ltd.—1951 Vauxhall Velox saloon, colour grey, red leather upholstery, fitted radio, heater, disc, spotlight, reversing light, windscreen washers, low mileage, one meticulous owner only, the whole car immaculate and as new; £595.—94, Ot. Portland St., W.1. Lan. 1343. (C4013)

1952 series Velox 18hp latest streamlined saloon, guaranteed 16,000 miles only, spare unused, finished black, leather upholstery, fitted radio, heater, reverse light, spotlight, cigar lighter, taxed by December, as new throughout; trade enquiries welcomed. Motorists (London), Ltd., Great North Rd. E. Finchley Station, N.2. Tudor 2501-2. (C3018)

Vauxhall Wyvern & Velox Cars Wanted  
FULL value paid for Wyvern or similar.—54, Stratford Hill, S.W.2. Tulse Hill 2676. (W3016)

## VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. (C1017/R)

1952 Velox, grey, grey upholstery, heater, Screen-clean, one owner, taxed, excellent condition; £695.—Below.

1946 18hp sliding head, black, brown upholstery, leather covers, fog lamp, reconditioned engine, taxed; £595.—K.J. Motors, Ltd., Bromley. Ravensbourne 3456-7-8-9. (C1071)

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. (C1039/R)

1937 saloon, excellent upholstery, cellulose, complete reconditioned engine June, 58, quick sale 185 guineas.—Tel. Rippleryway 0161, 5-7 p.m. (C1073)

## VAUXHALL MISCELLANEOUS

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1953 Vauxhall Wyvern, black, 4,000 miles only, heater and joss mats fitted, as new; £785.

1950 Vauxhall Velox, black with brown interior, moderate mileage, in first-class condition throughout; £590.

1946 Vauxhall 14hp saloon, mechanically excellent, almost new tyres, body exceptionally smart; £595.

1947 (December) Vauxhall 12hp saloon, black with brown interior, almost new tyres, recently fitted with reconditioned engine, body and interior perfect; £425.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. (C2032)

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 5927), Stretford (Trafford 3311), Wilmslow (Wilo. 4323). (C2032/R)

## Vauxhall Miscellaneous Cars Wanted

C THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3454. (C1075/R)

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

S SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. (C1018/R)

PRIVATELY owned Vauxhall 10 or 12—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

REQUIRED, good used Vauxhall.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2040)

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. (C1012/R)

CASH immediately for good Vauxhall.—Details please to H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2005)

VAUXHALL cars, post-war models, urgently required.—Gollys Garage, Ltd., Earis Court Rd., S.W.5. Fremantle 6373. (C4079/R)

7-SEATER private 1937/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1008)

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or Tel. Paddington 0022. (W2032/R)

## Vauxhall Spares and Service

TRIAXION, Established over 30 years, the first with a reputation for reliability and quality workmanship offers the undermentioned services on Vauxhall cars and vans.

TRIAXION.—Exchange engines, all Vauxhall models, reconditioned units with adequate guarantees.

TRIAXION.—Differential units exchange service on all Vauxhall cars and vans.

TRIAXION.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14DX, J, 25hp and BYC JCV models, stock deliveries.

TRIAXION.—Suspension units, exchange or outright sales, immediate deliveries, our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee available for 10, 12 and 14hp DX and J types.

TRIAXION.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIAXION.—Springs, immediate delivery; suitable for 10, 12, and 14hp Vauxhalls, all models; brand new; just received from factory.

TRIAXION.—Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. (C4057)

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at—

BEDFORD House, 390-398, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). (C1085/R)

KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 3456. (C1095/R)

WELHAM'S, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1875. Buy, sell pre-1914 and offer—

1909 Renault 12/16 landaulet, complete; £125.

1908 Rover 6hp chassis complete; £125.

1912 Wolseley 16hp omnibus 7-seater; £225.

1911 Brennabor 10hp 2-str.; £250. (C2021/R)

VINTAGE CARS

1925 2-litre Darracq open 4-seater, a vast sum has been spent on this car which is in showroom condition; £150 or near offer.

THE FORCE GARAGE (PETERSHAM), Ltd., 192 Petersham Rd., Petersham, Surrey. Richmond 1854. (C2011)

## VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen People, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises, open for reception weekends; we can now offer our well-known reconditioned models in latest maker's colours at £475 for immediate delivery. Tel. Ripley 2361. (C1073/R)

VOLKSWAGEN saloon, 600 miles only, colour blue; £640.—Mansfield Autos, Ltd., Euston 2507. (C3001)

GUY ALFRED & Co., Ltd.—1949 Volkswagen, outstanding condition, right-hand drive.—6-7, Warren St., W.1. Euston 3268. (C1005)

1947 Volkswagen saloon, good condition; £295.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

V&F MONACO MOTORS.—1947 Volkswagen (registered 1949), reconditioned throughout, recoloured maroon re-upholstered, rechromed, immaculate condition all-round; £415.—Below.

V&F MONACO MOTORS.—1947 Volkswagen (registered 1950), reupholstered light blue, re-upholstered, rechromed, one owner showroom condition; £550.—Below.

V&F MONACO MOTORS.—1947 Volkswagen (registered 1949), excellent condition, one owner since new, 45,000 miles, colour black; £295.—Below.

V&F MONACO MOTORS.—1947 Volkswagen (registered 1949), very good condition, black, radio, £290.—Below.

V&F MONACO MOTORS.—1946 Volkswagen (registered 1950), one owner, 22,000 miles, black, excellent condition; £270.

V&F MONACO MOTORS.—The only Volkswagen specialists in London; Volkswagen bought and sold, service, repairs, spares.—Sa. Wetherby Mews, Earis Court, S.W.5. Fro. 4657. (C4056)

VOLKSWAGEN, registered in 1950, right-hand drive, de Luxe, English leather, latest modifications, radio, heater, the best second-hand VW in the country; £550.—Taylor & Crawley, 35, Grosvenor Crescent, Hyde Park Corner, S.W.1. Sloane 5215. (C4056)

Volkswagen Cars Wanted

RICHARDS & CARR, Volkswagen dealers.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W9045)

MAYFAIR GARAGES, Ltd., top cash prices for Volkswagen.—Balderton St., W.1. Mayfair 10415. (C4015)

V&F MONACO MOTORS.—The Volkswagen buyers.—Sa. Wetherby Mews, Earis Court, S.W.5. Fro. 4657. (C1050/R)

Volkswagen Spares and Service

V. W. MOTORS, Ltd.

Genuine spare parts may now be obtained from sole concessionaires, 79-85, Davies St. (entrance in Weighhouse St.), Tel. May. 6718. (C1047/R)

MOONS MOTORS Ltd., at their Davies Street (Maymoor) branch (551) and Dorset House (Weibek 7960) branches have factory trained mechanics, and offer you full service with repairs and parts facilities. (C1055/R)

WILLIS

1953 Willis, 6,000 miles right-hand drive; £1,575.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5229 (5 lines). (C1050)

ROYS offer 1941 Willis Knight 16 streamlined modern saloon, many extras, economical and good. £295, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

WILLIS-OVERLAND

JACK OLDING & Co., Willis-Overland distributors in the United Kingdom, have available for immediate delivery new Willis-Overland cars; samples can be seen at the exhibition.—Audley House, North Audley St., W.1. Mayfair 5242. (C5059)

Willis-Overland Spares and Service

JACK OLDING & Co., Ltd., Willis-Overland Distributors for the United Kingdom, Audley House, North Audley St., W.1. Mayfair 5242. (B9090/R)

WOLSELEY

EUSTACE WATKINS Ltd., the sole London distributor.

1951 Wolseley 6.80 saloon, black with brown leather, 15,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5051), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (C4046)

R. C. WIMBUSH, Ltd., offer:—

1953 (October) Wolseley 6-80 saloon, grey, heater, works mileage.

1953 (October) Wolseley 4-44, screen washer, spotlight, works mileage.

312, Earis Court Rd., S.W.5. Fremantle 8401. (C4096)

H. BEART & Co., Ltd., offer:—

1953 (April) 6/70 Wolseley saloon fitted H.M.V. 12 valve radio, genuine mileage 6,000, like brand new throughout; offered at substantial saving on present list price.

1947 14.60 saloon, probably one owner since new, very carefully maintained; £595.—102, London Rd., Kingston-on-Thames. Tel. 3548. (C1081)

£95.—1937 Wolseley 25, good running order.—Below.

£235.—1959 Wolseley 14 saloon, superb condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. (C1009)

1950 4.50 saloon, sun-roof, heater, etc; £595.—Below.

1948 Wolseley 12 saloon, sun-roof; £475; both cars have very good appearance; first-class mechanical condition; three months' written guarantee; service after sale; exchanges; deferred.—Harold Simons, Ltd., 597-601, High Rd., East Finchley, N.2 (at North Circular Cross Road, three minutes (Grosley East Finchley Tube). Finchley 0052/53. (C4065)

4-44 Wolseley black saloon, 2,000 miles; £840.—Cranmore. Tel. 2940 Potters Bar. (C1062)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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**£195**—Wolseley Super Six '37, taxed, immaculate condition.—Tel. Wembley 6492 evenings. [1821]

**GUY ALFRED & Co., Ltd.**—1952 Wolseley 6/50, privately owned—6-7, Warren St., W.I. Euston 3268. [C1005]

**BEARTS**, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel. 3546. [0083/R]

**1939** Wolseley 18, blue with blue leather upholstery, in post-war condition; £225.—Macaulay 2211. [C1002]

**1949** (December) 4/50 maroon saloon, one owner, beautiful condition; £651; £500.—Campbell Reynolds, Wembley 6262. [C1037]

**£250**—1936 Wolseley limousine, perfect mechanically, 25hp, any trial.—Hibbert, Weeks Farm, Pinn, Sidmouth. [1817]

**1938** Wolseley 12/48 ser. III saloon, grey/blue, excellent condition; £275.—Tel. Wanstead 6547, after 6.30 p.m. [1693]

**CASS'S MOTOR MART**—1946 Wolseley 14-65 saloon, private ownership; £475; written guarantee—5, Warren St., W.I. Euston 3523. [C1040]

**1947**—48 limousine, 7-passenger 25hp Wolseley, beautiful condition; £585.—Wilhams, 18, Balham Hill, S.W.12. Battersea 320/3769. [1874]

**1950** (May) Wolseley 450 saloon, heater, taxless condition; £525; terms.—Philip Foster, 106, High St., Uxbridge. Tel. 1202. [1964]

**1951** Wolseley 6/80 saloon, 4,000 miles, one owner only; £750.—Gordon Cars (London), Ltd., 573, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

**1948** Wolseley 8 saloon, one owner, splendid condition; £585.—C. W. J. Coles (Croydon), Ltd., Blunt Rd., South Croydon. Croydon 0075. [1485]

**1948** Wolseley 18hp saloon, one owner, magnificent condition; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

**1951** Wolseley 6/80, one owner, genuine 15,000 miles, beautiful condition, carefully maintained, heater, bargain; £595.—Tel. Staines 4779. [1756]

**1949** (November) 6/80 Wolseley saloon, radio and heater, excellent condition; £475.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2048]

**1939** Wolseley 18hp, excellent condition, perfect order, very careful owner, taxed or exchange for lower hp utility.—21, Lancaster Mews, W.2. Pad. 8118. [1907]

**£295**—1939 Wolseley 14 de luxe saloon, black, brown hide, exceptionally clean; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**ARCHIE SIMONS & Co., Ltd.**—1948 Wolseley 8, 4-door saloon, colour black, brown upholstery, sliding head, immaculate and economical; £425.—34, Gl. Portland St., W.1. Lan. 1343. [C2023]

**1947** Wolseley 18 saloon, black, brown leather, one owner; immaculate; £455.—Promenade Motors, 479, Green Lanes, Palmers Green, London, N.13. [1689]

**59**—Wolseley 18, 1935 saloon, aliding head, leather, good condition; terms, exchange; list; open 9-7 weekdays and Saturdays.—Howland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**NAYLOR & ROOT**—1949 Wolseley 4/50 saloon, black/brown hide, one owner; superb condition throughout; £525; written guarantee—25, East Hill, Clapham Junction, S.W.11. Battersea 2252. [C3022]

**£220** or near offer.—Wolseley 14 1937 sliding head saloon, engine replaced 1945, excellent condition, regularly serviced, new carpets, still trouble free, ideal hire car.—37, Chesterton Rd., Cambridge. [1725]

**NAYLOR & ROOT**—1950 Wolseley 6/80 saloon, stone grey, brown side, heater, very attractive; £545; written guarantee—25, East Hill, Clapham Junction, S.W.11. Battersea 2252. [C3022]

**ROY'S** offer Wolseley 12 Daytona special sports saloon, elegant and fast; £185, h.p. and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059]

**1939** Wolseley 14 saloon de luxe, exceptional examples in black with green upholstery, similar in appearance and performance to 1946 model; £285.—Harold Harding Motors, 645, Gerrards Lane, Barfield, Wimbeldon 0607. [1872]

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**CAMDEN MOTORS** for Wolseleys—6/80 saloon, April, 1950, a carefully used car in extremely good all-round condition and of moderate total mileage, fitted heater, tailored seat covers, etc.; £325; 400 other cars; see "Guide to the Show" full page advert, in this issue.

**CAMDEN MOTORS** for Wolseleys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

**A&S** Limousine, 1936/25hp, partition, forward occasional, black, genuine 25,000, immaculate, 1952 condition, privately owned; £495.

**LIMOUSINES**, 1950/25hp, partition, forward occasional, black, genuine mileage 4,000, unblemished, reasonable; £365. Also 1949, mileage 22,000, privately owner, £295.—Aige & Saunders, Providence Court, North Audley St. Mayfair—2941. [C1006]

## Wolseley 4/50 Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars—320, Euston Rd., N.W.1. Eus. 1212. [0721/R]

**R** ROWLAND SMITH'S the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead N.W.5, Ham. 6041. [W4018/R]

## Wolseley 6/80 Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars—150, Park Lane, W.1. Gro. 3434. [0722/R]

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**R** ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

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**FULL** value paid for Wolseley or similar.—34, Street-ham Hill, S.W.2. Tulse Hill 2676. [W3016]

**PRE-WAR** Wolseley required, must be model fitted with freewheel, state price.—Box 1360. [1834]

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**W. JACOBS & SON**, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0485]

**WOLSELEY** spares and repairs.—Ramsey Motors Ltd., 242-248, High St., Barnet 3240. [0707/R]

**BARKER'S MOTORS (LONDON)**, Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523]

**R. HARDY & SON**, 55, Marylebone High St., W.1. R. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0316/R]

**EUSTACE WATKINS**, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls coachwork and reconditioned engines. [0277/R]

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**GATEHOUSE MOTORS**, ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London N.6. Mob. 4444. [C2021]

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**BRADFORD** vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow, Tel. 623-9.

**NEW** Ford 10cwt van in primer; £407 2/3; immediate delivery.—Trinity Cars, Ltd., authorised Ford dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [M4034]

**NEW** Austin A40 10cwt van, immediate delivery; part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Gerrards Lane, London, S.W.17. Wim. 3031-2-3. [M4006]

**1950** Ford 10cwt van, £395; 1947 Ford 5cwt van, £175; 1946 Hillman Minx estate car, £295; guaranteed; exchanges, terms.—Palmera, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034]

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**MANCHESTER, 8, Tel. Blackfriars 2302.** [0506/R]

**H. A. FOX & Co., Ltd.**, officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 9-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [1645]

**RIPON BROS., Ltd.**, the largest Bentley and Rolls-Royce dealers of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork. Rolls-Royce specialists since 1905.—Ripon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

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**1953** Bonds, Sharp's commercials, Minitrucks and Minivans for immediate delivery; new G type Bond approximately 14 days' delivery; special offer of Bond new and unregistered 1952 R type Minicars at the greatly reduced price of £239/16/5 including purchase tax; cars, motor cycles, etc., willingly taken in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044 (20 lines). [0859/R]

**BOND MINICAR** distributors: see try, pay deposit and drive away in the world's most economical light car; all the latest models from £250 or £300 deposit, balance over 18 months, exchanges welcomed.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0662/R]

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**METCALFE & MUNDY, Ltd.**, main agents for the new Borgward diesel and sports cars, 9 different models, immediate delivery.—280 Old Brompton Rd., S.W.5. Fre 5471/2186-7. [N5094]

## BRISTOL

**KEVILL DAVIES & MARSH, Ltd.**

**OFFICIAL** Bristol retailers.

**41-42, Hay's Messa, Berkeley Sq., W.1.** Gros. 2563. [N2054/R]

**FRIARY MOTORS, Ltd.**, Old Windsor, Windsor axle Agents for Berks. Latest 403 model available for demonstration. [0964/R]

**BRISTOL** in the Western Counties, new and used models service and spares, advantageous delivery, new cars, sole distributors.—Charles Crickham Motors, The Centre, Bristol, Tel. 25280. [0531/R]

**ANTHONY CROOK**—Latest models 401 with all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars.—Caterham Hill, Surrey, Tel. 2252-3. [N1065/R]

**SCOTLAND** and Northern England, latest type 405 for immediate delivery, contact the enthusiasts for full particulars.—James H. Galt, Ltd., The Distributors, 54 Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [0732/R]

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**BUICK**—Sole concessionaires, Lendrum & Hartman Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [0598/R]

## CADILLAC

**CADILLAC**—Sole concessionaires, Lendrum & Hartman Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0526/R]

## CHEVROLET

**BRITISH & COLONIAL MOTORS, Ltd.**—15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3508.—Distributors for London and Home Counties. [N1027/R]

## CITROEN

**AACE SERVICE STATION (LONDON), Ltd.**, offer early delivery of all models.

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**G. NORMAN & Co.**

**SOLE** distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vix. 2211. [0297/R]

**H.W. MOTORS, Ltd.**, offer:—

**CITROEN** Light 15 de luxe saloon, finished metallic red, maroon leather upholstery, sunshade, roof, 1985.—H.W. Motors, Walton-on-Thames 2404-5-6. [N2042/R]

**CITROEN** Distributors, Friary Motors, Ltd., Straight Rd. Old Windsor, Windsor 2022-3. [0462/R]

**CITROEN** Light 15 saloon, grey with red hide, immediate delivery.—Robbins, East Putney, Tel. 4561. [N3010]

**CITROEN** Light 15 and Big 15; early delivery 6-11.—Hindhead Motor Works, Hindhead, Surrey, Tel. 665. [N2042/R]

**CITROENS**—Immediate delivery all models, terms, exchanges.—"Motor House" Stoughton, Worcester Tel. Peopleton 275. [N452]

N



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**DORKING MOTOR CO., Ltd.**, distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256. [N1068]

**C. A. PETO, Ltd.**—Daimler Conquest orders accepted for early delivery.—43, North Audley St., W.1. May 3051. [N3043]

**DAMIER** Conquest, black/red leather, immediate delivery.—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [N1016]

**IMMEDIATE** delivery, Daimler Conquest saloon.—1 British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temp. Bar 3585. [N1027]

**KINGSTON-ON-THAMES**—Daimler agents for sales and service, demonstrations arranged.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. [N4053]

**DAMIER** Conquest saloon for early delivery and exchanges, write, "phone or call, or arrange to meet our representative at Earls Court, Coventry Motor Mart, Ltd., London Rd., Coventry, Tel. 2146-7. [N1248]

**SELBORNE** World Concessionaires.—82, Park St., W.1. [0661/H]

**SELBORNE** World Concessionaires.—82, Park St., W.1. [0662/H]

**FORD**

**W. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**CONSULT** W. Harold Perry, Ltd., of North Finchley, before buying your new Ford Anglia. Prefect, Consul or Zenith.

**W. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N5042]

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**EARLY** delivery Ford Zephyr; reasonable delivery all other models.

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**56**, Park Lane, W.1. Hyde Park 4866, 574, Kallings Rd., Alport, Middx. Perivale 3388, And 6, 8 and 18, Bangley Rd., Catford, S.E.6. Hither Green 4821. [N1066]

**PRIDE & CLARKE, Ltd.**, for your new Ford, exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. [0734/R]

**IMMEDIATE** delivery, Ford Anglia saloon.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3585. [N1027]

**JOHN S. TRUSCOTT, Ltd.**, official agents, immediate or early delivery exchanges, deferred terms.—175, Westbourne Grove, W.11. Bay 4274. [N4055]

**KENTISH & THOMPSON, Ltd.**, Ford dealers.—Part exchanges welcomed.—564-6, Wickham Rd., Shirley, Croydon, Springpark 3477. [N2047]

**ARTHUR E. GOULD, Ltd.**, main Ford dealers, Sales: Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chertsey, W.C.1. Museum 6073. [0656/H]

**F. H. PEACOCK, Ltd.**, main Ford dealers.—Sales and service, coachbuilding insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Poord Rd., Folkestone. Folkestone 5122 (2 lines). [0099/R]

**TO** be sure of early delivery you cannot do better than call at Ferraris of Cricklewood to see their unique motor show of the most wanted Ford cars; bring along your family and friends; free refreshments from 8 a.m. to 5 p.m. The show is open week-days from 8 a.m. to 5 p.m. from the 21st to 31st October.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

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**REQUESTS** for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mille Miglia and Fixed-Head Coupe models should be addressed to A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [0478/R]

**HILLMAN**

**BARNET** area.—Hillman main dealers.—Nadley Green Garages, 303-304, High St., Barnet 0332. [0411]

**HILLMAN**—L. F. Dove, Ltd., main dealers for Woking district.—White Rose Lane, Woking, Tel. Woking 1282. [N1078]

**NEW Hillman Minx**, immediate delivery, part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2-3. [N4008]

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**SMITH AUTO Co., Ltd.**, Main Dealers for Routes Group, offer early delivery of Super Snipe and Hawk saloons.—143, London Rd., Croydon, Croydon 4600-4632. [0667/R]

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**BREW BROTHERS, Ltd.**, retail dealers for the new Humber Super Snipe at the new reduced price of £1,596/10/10, including Purchase Tax.—133, Old Brompton Rd., S.W.7. Fremantle 5533. [N1063]

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**ALL** models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4016]

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**MAIN** agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0234/R]

**KJ MOTORS, Ltd.**, main agents for N.W. Kent. Bromley, Kent. 256. [0286]

**R. P. POWELL MOTORS, Ltd.**, East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Marlands 4818. [0439/R]

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**DICKS**

**JOWETT** Javelin saloon de luxe; immediate delivery; part exchanges, deferred terms; maker's list price.

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**PRIDE & CLARKE, Ltd.**—Jowett main agents exchange your car now for de luxe or standard model, immediate delivery; terms.—Stockwell Rd., S.W.17. Tel. 01476.

**RED CIRCLE, Ltd.**, area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1907-9. [0504/R]

**KINGSTON-ON-THAMES**—Jowett Distributors, demonstrations arranged, new models ex stock, choice of colours.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. [N4053]

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**KAISER** sales, service, spares; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.3. Rodney 2201-6. [0509/R]

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**LANCHESTER** 14 saloon for early delivery and exchanges; write, "phone or call, or arrange to meet our representative at Earls Court, Coventry Motor Mart, Ltd., London Rd., Coventry, Tel. 2146-7. [N1248]

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**A** NEW Morris Cowley 10cvt van; list price.—Broadway Motors, 6,7 High St., Hounslow, Hou. 0175. [C1023]

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**NEW** Morris Cowley 10cvt van for immediate delivery.—Chain of Ealing, Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 4804/5. [N1045]

**SURREY MOTORS, Ltd.**, High St., Sutton.—Morris main dealers, Sutton and district; spares and service.—Tel. Vig. 4444. [1061]

**KINGSTON-ON-THAMES**—Morris agents for sales and service, new Oxford saloon ex stock.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. [N4053]

**LANKESTER ENGINEERING Co., Ltd.**—Immediate delivery Morris Six and Cowley van; also Morris Oxford saloons; choice of colour.—59/45, Eden St., Kingston-on-Thames, Tel. Kin. 513-4. [0261/R]

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**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

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**NASH** cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany, N.W.1. Euston 5558-9. [0562/R]

**OLDSMOBILE**

**DISTRIBUTORS (RAWLENC), Ltd.**—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 350-1. [0882/R]

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshop and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove) W.11. (Bayswater 6826-7.) [0257/R]

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**LANCASHIRE** and Cheshire distributors for Opel sales, service and spares.

**GROSVENOR GARAGE**, Burnage Lane, Manchester, 19, Rus. 2874-5. [0199/R]

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**SOLE** Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [0730/R]

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**TOM KNOWLES**, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5343. [0898/R]

**PONTIAC**

**PONTIAC**—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/H]

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**COLBORNE GARAGE, Ltd.**, Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. Cables Colburnagen, London. [0572/R]

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**AUTO SALES (LONDON), Ltd.**, are North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59/65, Belisize Rd., N.W.6. Tel. Mai. 5555. [0110/R]

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**H. M. BENTLEY & PARTNERS, Ltd.**, 9, Albemarle St., London W.1. Tel. Grosvenor 5551. [N1018]

**C. A. PETO, Ltd.**, Appointed Agents, Riley Sales and Service.—42 North Audley St., W.1. May 3051. [N3043]



## NEW CARS FOR SALE

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**IMMEDIATE** delivery. Riley 2½-litre saloon.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5568. (N1027)  
**JOHN S. TRUSCOTT, Ltd.** official agents.—Early delivery, exchanges; deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. (N4035)  
**CLARKE & SIMPSON, Ltd.** Riley sales and service for earliest deliveries of new models; orders accepted for delivery in rotation.—49, Sloane Square, S.W.1. Tel. Sloane 4727. (N1048)

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**SHOWROOMS** and service.

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**PHONE:** Blackfriars 4942.

**SERVICE** station: Cheetham Hill Rd.

**MANCHESTER, 8, Tel. Blackfriars 4302.** (10561/R)

**H. A. FOX & Co., Ltd.** officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. (1646)

**RIPPON BROS., Ltd.**, the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Hippion Bros., Ltd., Huddersfield 7070 (10 lines). (10249/R)

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**MAIN** agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-9. (10245/R)

**M BENTLEY & PARTNERS, Ltd.**, 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (N1018)

**ROYDON** Main agents for the Midlands, 30, St. James's Rd., Croydon, Tho. 1222. (10065/R)

**NORTHAMPTONSHIRE** and North Bucks.—Grove, Ltd., Rover distributors and parts service, Marefair, Northampton. Tel. 4540. (10001/R)

**R. P. POWELL MOTORS, Ltd.**, East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (10452/R)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—D. Rosenfeld, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. (10692/R)

**PLYMOUTH, 6, Devon, E. Cornwall.—R. Hamm & Co., Rover distributors, service and spares specialists.—Alexandra Rd., Plymouth. Tel. 5055. (10901/R)**

## LAND-ROVER

**R. P. POWELL MOTORS, Ltd.**, East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (10452/R)

**ROSENFELD** for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfeld, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. (10692/R)

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**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. (N2008)

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**IMMEDIATE** delivery. Singer SM1500 saloon.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5568. (N1027)

**PRIDE & CLARKE, Ltd.**—Exchange your car now for a new SM1500 many other new cars available. terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. (10637/R)

**SINGER**—Birmingham and Midlands distributors. Henry Garner, Ltd. Showrooms, 221, High St., Dartford 12, Works, Alcester Rd., Moseley 13. (1018/R)

**THE** Singer agents offer immediate delivery of all 1953 models; demonstrations, exchanges; deferred payments.—Automotenders, Ltd. Lower Garage, London, S.W.13. Riverside 6496. (10757/R)

## STANDARD

**MEBES & MEBES, Ltd.** (Est. 1895)

**STANDARD** and Triumph agents, offer immediate delivery at Triumph Renewal saloon, also Standard Vanguard Phase II, black, both at list price.—7 All Broadway, Mill Hill N.W.7. Tel. Mill 2940. (N3012)

## STANDARD

**ROWLAND SMITH'S** for Standard.

**IMMEDIATE** delivery new Phase II Vanguard saloon with heater and overdrive.

**ALL** models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

**BERKELEY SQUARE HOUSE GARAGE, Ltd.**

**OFFER** early delivery with service on the spot, day and night garage.

**BERKELEY Square, London, W.1. Gro. 4348.** (10840/R)

**NEW** Standard Vanguard Phase II sal., black/red, immed. delivery; £658/4.2.

**TICKFORD, Ltd.**, 8, Upper St. Martin's Lane, W.C.2. Tel. Wallington 3404. (N4029)

**IMMEDIATE** delivery Standard Vanguard Phase II saloon, metallic blue, red interior, heater; list price.

**JOHN WILSON AUTOS, Ltd.**, Sanderstead Rd., South Croydon. Sanderstead 4264. (N4065)

**STANDARD** Vanguard saloon, latest model, Phase II, dual tone, now in stock; also new Standard Eight saloon, on view.

**McKINNON MOTORS, Ltd.**, Langham House, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. (N5020)

**KJ MOTORS, Ltd.**, Standard, Triumph distributors for N.W. Kent, can offer delivery on all models.—Bromley, Kent. Rav. 4456. (10286)

**IMMEDIATE** delivery Vanguard Ph. II saloon.

**Motorists (London), Ltd.**, Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (N5018)

**NEW** Standard Vanguard saloon, immediate delivery.

**Nie & S. Currie & Co., Ltd.**, 155, Westbourne Grove, W.2. Baywater 0085. (N1065)

**STANDARD** 8, demonstrations and bookings.—Motorists (London), Ltd. Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (N5018)

**IMMEDIATE** delivery Standard Vanguard saloon.

**British & Colonial Motors, Ltd.**, 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5568. (N1027)

**A. A. PETO, Ltd.**, accept orders for early delivery of new 8hp Standard; inspect this model at our show-rooms.—42, North Audley St., W.1. May. 3051. (N3043)

**C** A. PETO, Ltd., offer immediate delivery of Phase 2 Vanguard saloon and estate car; list price.

**42, North Audley St., W.1. May. 3051.** (N3043)

**STANDARD** car specialists in sales and service; deferred terms.—Sharnes, Motors 103, Crickwood Broadway, London, N.W.2. Gladstone 2480. (10151/R)

**METROPOLIS GARAGES, Ltd.**, the Standard agents for sale, service and spare parts for all models.—1-31, Macleish Rd. (Olympia), W.14. She. 5585-6-7. (10690)

**PRIDE & CLARKE, Ltd.**—Exchange your car now for a new Standard Vanguard, many other new cars available; terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. (10745/R)

**JOHN S. TRUSCOTT, Ltd.** Official Standard Agents, new Vanguards from stock; orders accepted for the new eight.—173, Westbourne Grove, W.11. Bay. 4274. (N4035)

**KENTISH & THOMSON, Ltd.** Standard and Triumph Dealers.—Part exchanges welcomed.—34-6, Wickham Rd., Shirley, Croydon. Springpark 3477. (N2047)

**NEW** Standard Vanguard, black, ex works, immediate delivery from stock; any car in part payment.—Promenade Motors, Ltd., 479, Green Lanes, Palmers Green, London, N.13. (1688)

**STANDARD** and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons; choice of colour, demo. available.

**Lankaster Engineering Co., Ltd.**, 39-43, Eden St., Kingston. Tel. Kin 3151-4. (10402/R)

**CARRS AUTO SALES, Ltd.** Standard House, South End, Croydon, Cro. 6098. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley Sidcup, Beckley Heath and Farnham.

**MAKIN & HARRISON OF CHISWICK**—New Phase II saloon, heater, light grey/grey Vynde, immediate delivery; £658/13. min. deposit 1/2; part exchanges welcomed, immediate terms and insurance; many other new cars available, also good selection used popular cars.—452-6, High Rd., W.3. Tel. Chiswick 0558 or 2619. (C507)

**TO** be sure of early delivery you cannot do better than call at Ferraris of Crickwood to see their unique Motor Show of the most wanted Standard models, the new Eight, ready for demonstration, Vanguard Phase II saloons available. Bring along your family and friends; free refreshments from 3 p.m. The show is open week-days from 8 a.m. to 8 p.m. from the 21st to 31st October.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. (N2008)

## STUDEBAKER

**STUDEBAKER DISTRIBUTORS, Ltd.**, 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Haxley Crea., Camden Town, Gul. 3181. (10991/R)

## SUNBEAM-TALBOT

**YOUR** enquiries are invited for early delivery of new Sunbeam-Talbot Mark IIB saloons and coupes.

**Brew Bros. Ltd.**, 155 Old Brompton Rd., S.W.7. Fremantle 5533. (N1083)

**SUNBEAM-TALBOT**—Smith Auto Co., Ltd., main dealers for Route Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600-4652. (10669/R)

**ORDERS** accepted now for new Sunbeam-Talbots, exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. (N3011)

## TRIUMPH

**ROWLAND SMITH'S** for Triumph.

**ALL** models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

**IMMEDIATE** delivery Triumph Renewal saloon.

**Motorists (London), Ltd.**, Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (N5018)

**IMMEDIATE** delivery, Triumph Renewal saloon.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5568. (N1027)

## TRIUMPH

**BERKELEY SQUARE HOUSE GARAGE, Ltd.**

**OFFER** early delivery with service on the spot; day and night garage.

**BERKELEY Sq., London, W.1. Gro. 4343.** (10856/R)

**C. A. PETO, Ltd.** offer immediate delivery of new Triumph Renewal; list price.—42, North Audley St., W.1. May. 3051. (N3049)

**PRIDE & CLARKE, Ltd.**—Immediate delivery Triumph Renewal at new reduced prices; exchanges, terms.

**237, Brixton Hill, S.W.2. Tel. 3664-5. 10741/R**

**NEW** Triumph Renewal saloons for immediate delivery, choice of colours.—Chain of Ealing, Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 4404/5. (N1043)

**LANKASTER ENGINEERING Co., Ltd.** Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston. (10995/R)

**TRIUMPH** Renewal saloon, black, fawn leather interior, H.M.V. radio, heater, over-riders, immediate delivery, ex stock, at the new reduced price, £1,156/1/8, ex works; part exchange and confidential payments scheme available.

**McKINNON MOTORS, Ltd.**, Langham House, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. (N5020)

**TO** be sure of early delivery you cannot do better than call at Ferraris of Crickwood to see their unique Motor Show of the most wanted Triumph cars; Renewal saloon available. Bring along your family and friends; free refreshments from 3 p.m. The show is open week-days from 8 a.m. to 8 p.m. from the 21st to 31st October.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. (N2008)

## VAUXHALL

**VAUXHALL** cars.—Shaw & Kilburn, Ltd., Showrooms.

**4-6 Berkeley Sq., W.1. Grosvenor 4328.**

**PARTS** and service: Western Ave., W.3. Acorn 4641. (10019/R)

**KJ MOTORS, Ltd.** main dealers for Bromley, Orpington and district.—Bromley, Kent. Rav. 4456. (10281/R)

**KENTISH & THOMSON, Ltd.** Vauxhall Dealers.—Part exchanges welcomed.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. (N2047)

**VAUXHALL**—L. F. Dove, Ltd., area dealers for Vauxhall and district; early deliveries.—Guldford Rd., Woking. Tel. Woking 1282. (10178)

## VOLKSWAGEN

**V W MOTORS, Ltd.**

**SOLE** concessionaires Great Britain and Northern Ireland, Byron House, 7-9, St. James's St., London, S.W.1. Whl. 9501. Cars available for immediate delivery in the Greater London area. (10648/R)

**WILLIAM ARNOLD, Ltd.**

**VOLKSWAGEN** distributors for S. Lancs, Cheshire and N. Wales.

**SALES** agents, service.

**DEMONSTRATION** car available

**UPPER** Brook St., Manchester, 13. Tel. Ardwick 45617. (10519/R)

**COLBORNE GARAGE, Ltd.**, Ripley, Surrey.

**BUY** your new Volkswagen from the original specialists and main dealers; full service facilities.—Tel. Ripley 2561. (10017/R)

**J. GILDER** and Co., Ltd., Distributors, South Yorkshire and North Derbyshire, 16, Cambridge St., Sheffield, 1. Tel. 26354. (1616)

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**EW**

**EUSTACE WATKINS, Ltd.** sole London distributors; early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) (N4046)

**WIMBUSH** for Wolseleys

**OFFER** early delivery of 6/80; orders accepted for the 4/44 for early delivery.

**R. C. WIMBUSH, Ltd.**, 512, Earls Court Rd., S.W.5. Fremantle 8401. (N4056)

**ROWLAND SMITH'S** for Wolseley

**IMMEDIATE** delivery new 6/80 saloon

**ALL** models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

**MEBES & MEBES, Ltd.** (Est. 1895)

**WOLSELEY** Specialists

**OFFER** early delivery of Six-Eighty model and rotational delivery of the new Four-Forty-Four.—The Broadway Mill Hill, N.W.7. Tel. Mill 2040. (N5012)

**IMMEDIATE** delivery, Wolseley 6/80 saloon.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5568. (N1027)

**TO** be sure of early delivery you cannot do better than call at Ferraris of Crickwood to see their unique Motor Show of the most wanted Wolseley cars. Bring along your family and friends; free refreshments from 3 p.m. The show is open week-days from 8 a.m. to 8 p.m. from the 21st to 31st October.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. (N2008)

## MISCELLANEOUS CARS

**ALL** particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors. Routes, Ltd. Devonshire House Piccadilly W.1. Grosvenor 3401. (10012/R)

**MARSTON MOTOR Co., Ltd.** for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd. Sta 8000. (10175/R)

## THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## A.C.

**B**ERINGTON (Cheshire).—Brown & Peacock (Widral), Ltd., Three Ways Garage, Clatterbridge, Thornton Hough 325 Distributors.

**E**PSOM (Surrey).—H. F. Edwards & Co. Ltd., 28, 30, Upper High St., Tel. Epsom 9400. Retail dealers.

**K**ESWICK (Cumberland).—Kewick Motor Co., Penrith Rd. Tel. Kewick 64.

**S**HEFFIELD, 3.—Healey Bridge Garage, Ltd., Broadfield Rd. Tel. 52404/5 A.C. distributors.

## ALLARD

**A**LPERTON (Middlex.).—Dagenham Motors, Ltd., 574, Ealing Rd. Tel. Perivale 3398. Allard distributors.

**B**IRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-162, Bristol St. Tel. Midland 5061/4. Allard distributors.

**L**EEDS, 2.—Tate of Leeds, Ltd., New York Rd. Tel. Leeds 31281. Allard distributors.

**L**ONDON, W.1.—Dagenham Motors, Ltd., 56, Park Lane, Tel. Hyde Park 4960. Allard distributors.

**L**ONDON, S.E.6.—Dagenham Motors, Ltd., 6, Sangley Rd., Catford, Tel. Hither Green 4821. Allard distributors.

## ALVIS

**B**RIDGWATER.—W. K. Challinor, Ltd., Cannington, Tel. Combeich 228. Alvis main agents.

**C**HELMSFORD (Essex).—County Motor Works (Chelmsford), Ltd., Duke St. Tel. Chelmsford 5674 (3 lines). Distributors.

**E**DINBURGH, 3.—Ingile Automobiles, Limited, 64-72, Pitt St. Tel. Edinburgh 26287. Alvis distributors.

**E**PSOM (Surrey).—Page Motors, Ltd., 70, High St. Tel. Epsom 9601/3. Alvis distributors.

**G**LASGOW, C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Tel. Douglas 7598. Distributors for Scotland.

**K**INGSTON-ON-THAMES (Surrey).—O. W. Wilkin, Ltd., 86, London Rd. Tel. Kingston 2241. Alvis dealers.

**L**EICESTER.—Clulow & Orton, Ltd., Midland Counties Garage, Charles St. Tel. Leicester 65271/2 Alvis distributors.

**L**ONDON, E.6.—Traynor Motors, Ltd., 135-5, High St. South, East Ham. Grange Road 2530. Alvis dealers.

**M**ANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2674/5 Alvis main dealers.

**N**EWCASTLE (Staffs).—Henry Parr & Son, Ltd., Tel. Newcastle 67321/2. Alvis distributors.

**R**EADING (Berks).—T. Baker & Sons, 35 & 37, Friar St. Tel. 3976. Alvis distributors.

**S**HEFFIELD, 1.—Central Motors (Sheffield), Ltd., Bailey Lane. Tel. Sheffield 22898 & 22625. Distributors.

## ARMSTRONG SIDDELEY

**B**EDFORD.—Merkett Bros., Ltd., 5, High St. Tel. 66322. Armstrong Siddeley main agents.

**B**EXLEY HEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Tel. 1666. Armstrong Siddeley area dealers.

**B**IRMINGHAM, 18.—Frank Moseley (A. S. & S.), Ltd., Steward St., Spring Hill. Tel. Edg 0916. Distributors.

**C**ARLISLE.—Reah Bros., Lonsdale St. Tel. Carlisle 1078. Armstrong Siddeley distributors.

**C**HELMSFORD (Essex).—County Motor Works (Chelmsford), Ltd., Duke St. Tel. Chelmsford 5674 (3 lines). Area dealers.

**C**OVENTRY.—P. Blamire, Queen's Rd. Garage, Tel. Coventry 5444. Armstrong Siddeley distributors.

**E**PSOM (Surrey).—Wilson's Automobiles & Coachworks, Ltd., 1, Dorking Rd. Tel. Epsom 3901. Dealers.

**H**ITCHIN (Herts).—Raiph E. Sanders & Sons, Ltd., Tel. 691. Armstrong Siddeley main agents.

**L**EICESTER.—Clulow & Orton, Ltd., Midland Counties Garage, Charles St. Tel. Leicester 65271/2 Armstrong Siddeley distributors.

**L**ONDON, W.1.—Pase & Joyce, Ltd., sole distributors London and 5 Home Counties, 184, Ot. Portland St. Museum 1001.

**L**ONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon, 1145/6 & 1181/2. Retail dealers.

**L**ONDON, S.W.9.—Wilson's Automobiles & Coachworks Ltd., Trinity Gardens, Brixton, Tel. Brixton 4011. Retail dealers.

**S**TANMORE (Middlex).—Stanmore Motor Co., Ltd., 2 Stanmore Hill Tel. Grimsbyke 1699. Armstrong Siddeley dealers.

**S**T. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. Tel. 4343. Armstrong Siddeley main agents.

**T**HAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Tel. Emberbrook 5551. Armstrong Siddeley main agents.

**W**ALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd. Tel. Waltham Cross 2760. Area dealers.

## ASTON MARTIN

**B**RADFORD.—Charles Sidney, Ltd., Westgate Tel. Bradford 22884. Aston Martin distributors.

**C**ATERHAM HILL (Surrey).—Anthony Crook Motors, Ltd. Tel. Caterham 232/3.

**L**EEDS, 7 (Yorks).—Brown & White (Leeds) Ltd., 1 Roundhay Rd. Tel. 43405. Aston Martin main agents.

## ASTON MARTIN—Continued

**S**OUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Main agents.

**S**WANSEA (Glam.).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55132/3. Aston Martin area dealers.

**T**HAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Tel. Emberbrook 5551. Aston Martin official retailers.

## AUSTIN

**A**BERGAVENNY (Mons).—Jones Bros., Park Rd. Garage, Tel. Abergavenny 433. Austin main dealers.

**A**BERGEELE (N. Wales).—Pierces Garage, Tel. Abergelle 2142. Austin dealers.

**A**NDOVER (Hants).—Andover Motor Co., Ltd. Tel. Andover 5405. Austin main dealers.

**A**RBROATH.—Cromarty's West End Garage, Dundee Rd. Tel. Arbroath 3289 & 3540. Austin retail dealers.

**A**SHFORD (Middlex).—Herd's Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2054 & 3908. Dealers.

**B**ARKING.—Barking Garage & Engineering Co., Ltd., Wakering Rd. Rippeway 0553 (5 lines). Austin dealers.

**B**ARNET (Herts).—Odeon Motors, Ltd., Ot. North Rd. Tel. Barnet 4100. Austin retail dealers.

**B**EDFORD (Middlex).—Over Hall Garages, Ltd., Staines Rd. Tel. Ashford 2523. Austin stockists.

**B**EXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Tel. 1666. Austin dealer.

**B**IGGLESWADE.—Owen Godfrey, Ltd., Shortmead St. Tel. Biggleswade 2167. Austin main agents.

**B**IRMINGHAM, 6.—Flewitt, Ltd., 120-122, Alma St. Tel. Aston Cross 3206/7/8. Austin direct retail dealers.

**B**IRMINGHAM, 31.—Tessell Garage, Ltd., Bristol Rd. South, Tel. Priory 1014. Austin traders.

**B**IRMINGHAM, 34.—The Vention Garage Co., Ltd., 724, Chester Rd., Erdington. Tel. Erd. 2226/7. Retail dealers.

**B**ACKWOOD (Mon.).—Aldred Chaston, Ltd., Automobile Engineers, Tel. 3165/6. Austin main dealers.

**B**LANDFORD FORUM (Dorset).—Flanders' Garage, Whitecliff Mill St. Tel. Blandford 57. Austin main dealers.

**B**LETCHLEY.—E. Vaughan, 10-14, Aylesbury St. Tel. Blatchley 166. Austin dealers.

**B**OURNEMOUTH.—Auto Service Garage (Bournemouth), Ltd., 35-37, R. L. Stevenson Ave. Westbourne 6344. Austin retail dealer.

**B**ROMLEY (Kent).—The Bromley Motor Works (Kent), Ltd., Masons Hill, Tel. Ravensbourne 4693. Main dealers.

**C**ALNE (Wilts).—Morement & Bridges, The Square, Tel. Calne 2259. Austin dealers.

**C**AMBRIDGE.—Marshall's (Cambridge), Ltd., Austin House, 18, Jesus Lane. Tel. Cambridge 4215. Austin distributors.

**C**ATERHAM (Surrey).—Layham's Engineering Co., 379-385, Croydon Rd. Tel. Caterham 2354. Austin stocking agents.

**C**HATHAM.—Russell's Garages Ltd., Medway St. Tel. Chatham 3683 (3 lines). Austin retail dealers.

**C**OULDSON (Surrey).—Star Lane Garage, Brighton Rd. Tel. Downland 237. Austin dealers.

**C**ROYDON (Surrey).—L. F. Dove, Ltd., 111-115, Addiscombe Rd. Addiscombe 3068/9. Austin distributors and main agents.

**C**ROYDON (Surrey).—Milne & Russell, Ltd., 1, Brighton Rd. Croydon 3656/7/8. Main dealers and distributors.

**D**ENHAM (Bucks).—Denham Service Station, Ltd. Tel. Denham 2266. Austin agents.

**D**ORKING (Surrey).—F. W. Mays & Co., Ltd., 105, South St. Tel. 2244. Austin area dealers.

**D**URHAM.—Fowler & Armstrong, Ltd., New Kivet, Tel. Durham 278/9. Austin area dealers.

**E**DOBASTON.—Hunt's (Birmingham) Ltd., 197-199, Hagley Rd., Edg 2921 (3 lines). Works: Parker St. Retail dealers.

**E**DOWARE (Middlex).—Deansbrook Garage, 150, Hale Lane. Tel. Mill Hill 2244. Austin retail dealers.

**E**DINBURGH, 3.—Ingile Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Austin retail dealers.

**E**LY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. Ely 2981. Austin main dealers.

**E**NFIELD.—D. J. Shepherd & Co., Ltd., 454-6, Hertford Rd. Tel. Howard 1631. Austin dealers.

**E**NFIELD (Middlex).—Walters (Motors), Ltd., 558, High St., Ponders End. Tel. Howard 1646. Austin stockists.

**E**NFIELD (Middlex).—L. A. & C. Wyman, Ltd., Central Garage, 126-132, Chase Side, Enfield 2992. Retail dealers.

**E**PSOM (Surrey).—H. F. Edwards & Co. Ltd., 28, 30, Upper High St. Tel. Epsom 9400. Retail dealers.

**E**PSOM (Surrey).—Page Motors, Ltd., 70, High St. Tel. Epsom 9601/2/3. Austin retail dealers.

**E**SHER.—E.F.S. Motors Ltd., Kingston By-Pass Rd. Tel. Emberbrook 3000. Austin retail dealers.

**E**VERCRECH (Somerset).—R. Whitehead & Son Tel. Evercrech 398. Austin dealers.

**E**XETER.—P. Pike & Co. Ltd. Aliphington St. Tel. 2031. Austin distributors.

**F**AREHAM (Hants).—E. J. Hinman & Son, Ltd. West St. Tel. Fareham 2279. Austin main dealers.

## AUSTIN—Continued

**F**OREST GATE E.7.—Young's of Forest Gate, Ltd., 607, Romford Rd. Grange Road 0027/8/9. Dealers.

**G**REAT YARMOUTH.—Toby Motors, Ltd., Regent Rd. Tel. 3275/4. Austin main dealers.

**H**AMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Austin retail dealers.

**H**ENLEY-ON-THAMES.—Rolle's Garage, Station Rd. Tel. Henley-on-Thames 186. Austin main dealers.

**H**ERTFORD.—Alfred E. Neale & Son, Ltd., Austin House, London Rd. Hertford 2561. Area main dealers.

**H**ILLINGDON.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave. Uxbridge 412 & 2296. Retail dealers.

**H**INDHEAD (Surrey).—Hindhead Motor Works, Ltd. Tel. 663. Austin area dealers.

**H**OLLAND-ON-SEA (Essex).—Holland-on-Sea Motors, Ltd., Main Rd. Tel. Holland-on-Sea 2205. Dealers.

**H**OLMFIRTH (Yorks).—G. W. Castle, Ltd., Huddersfield Rd. Tel. Holmfirth 676. Austin dealers.

**H**ORSHAM (Sussex).—Jackson Bros. (Horsham), Ltd., London Rd. Tel. Horsham 1111/3. Austin main dealers.

**K**ENDAL.—Todd & Leggett, Ltd., Lakeland Garage, Tel. Kendal 566. Austin main dealers.

**K**ESTON (Kent).—White House Garage, Keston Park. Tel. Panborough 343. Austin agents.

**K**ETERING.—The Central Motor Co. 1919 (Kettering) Ltd., Dalkeigh Place. Kettering 2231 (3 lines). Main dealers.

**K**INGSTON-ON-THAMES.—Lankaster Engineering Co., Ltd., 39-43, Eden St. Tel. Kin. 3151/4. Austin main dealers.

**L**AMBERHURST (Kents).—F. J. Avars & Co., High L Street, Garage Tel. Lamberhurst 217. Austin retail dealers.

**L**EICESTER.—Palmer & Ward, Ltd., Roundhill Garage, Stoughton Drive North, Tel. 36362. Austin retail dealers.

**L**EIGH-ON-SEA (Essex).—Woodfield Garage, Ltd., 30-42, Woodfield Rd. Tel. Leigh-on-Sea 78120. Austin stockists dealers.

**L**EIGHTON BUZZARD (Beds).—St. Christopher's Garage, Ltd. Tel. Leighton Buzzard 3252. Austin dealers.

**L**IVERPOOL, 1.—Voas Motors, Ltd., 42-44, Renshaw St. Tel. Royal 3693. Distributors & main dealers.

**L**ANDRINDON WELLS.—The Automobile Palace Ltd. Tel. 2216/7/8. Austin distributors.

**L**OCKERBIE (Dumfriesshire).—Rogerson & Jamieson, 25-25, High St. Tel. Lockerbie 15. Austin retail dealers.

**L**ONDON, W.1.—R. Hardy & Son, 50, Marylebone High St. Tel. Welbeck 1101/2/3. Retail dealers.

**L**ONDON, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane. Tel. Mayfair 0402/3. Retail dealers.

**L**ONDON, W.1.—Herbert & Mills, Ltd., 75, Great Portland St. Tel. Langham 3506-7. Retail dealers.

**L**ONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, He's Mews, Berkeley Sq. Oro 2563. Retail dealers.

**L**ONDON, W.1.—E. L. Mendel, Ltd., 85, Great Portland St. Tel. Langham 2261. Austin retail dealers.

**L**ONDON, W.1.—Offord Sons, Ltd., 67, George St. Tel. Welbeck 6899. Austin agents.

**L**ONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd. Marble Arch. Faddington 3075. Retail dealers.

**L**ONDON, W.3.—Whitby of Acton, 273, The Vale, Acton Tel. Shepherds Bush 5555. Austin dealers.

**L**ONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Retail dealers.

**L**ONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing Tel. Eal 4727/9. Austin dealers.

**L**ONDON, W.6.—Normand, Ltd., 405, King St., Hammermith. Tel. Riverside 3663/6. Austin retail dealers.

**L**ONDON, W.14.—Drayson Motors, Ltd., 1a, Hammermith, Rd. Tel. Fulham 3435. 100% Austin agents.

**L**ONDON, W.14.—Smith & Hunter, Ltd., 376-378, Kensington High St. Western 2312 & 6417. Agents.

**L**ONDON, N.W.2.—Starnes Motors, 103, The Broadway, Crickwood Tel. Gladstone 2780. Austin retail dealers.

**L**ONDON, N.W.3.—Blue Star Garage, 617, Finchley Rd. Tel. Hampstead 2254. Austin retail dealers.

**L**ONDON, N.W.3.—McNeill's Motors, Ltd., 126, Haverstock Hill, Tel. Primrose 5435. Austin agents.

**L**ONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon, 1145/6 & 1181/2. Retail dealer.

**L**ONDON, N.W.6.—Turner & Savage, Ltd., 140, Wilford Lane, Kilburn Tel. Maida Vale 4681. Dealers.

**L**ONDON, N.W.7.—Ferguson & Curtis, Ltd., Parkside Garage Mill Hill. Tel. Mill 1522. Retail dealers.

**L**ONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury Colindale 6134 & 4485. Retail dealers.

**L**ONDON, N.W.10.—Ace Service Station (London), Ltd. North Circular Rd. Tel. Eps 5585/9. Austin agents.

**L**ONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green Tel. Tudor 2291/3. Austin retail dealers.

**L**ONDON, N.3.—C. & W. Motors, Ltd., Queens Head Garage, East End Rd., Finchley, Fin. 6236/8. Retail dealers.

**L**ONDON, N.3.—Ellis & Co., 44-56, High St., Hornsey, Tel. Mountview 2255. Austin retail dealers.

## THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## AUSTIN—Continued

LONDON, N.12.—H. A. Saunders, Ltd., 836-842, High Rd. Tel. Hillside 5272 (9 lines). Austin distributors.

LONDON, N.16.—Hunter Motors, Ltd., 87, Stoke Newington Rd. Tel. Clissold 0031 (4 lines). Austin agents.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-8, Green Lanes. Tel. Laburnum 5961. Austin dealers.

LONDON, E.6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Tel. Grangewood 2933. Dealers.

LONDON, E.6.—Traynor Motors, Ltd., 133-5, High St., South, East Ham. Grangewood 2530. Austin Agents.

LONDON, E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate. Grangewood 3464. Austin dealers.

LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Tel. 6671/2. Austin stockist dealers.

LONDON, S.E.5.—Bloomfield's Cars (Camberwell), Ltd., 92-110, Camberwell Rd. Tel. Rodney 3021 & 3259. Retail dealers.

LONDON, S.E.12.—Bellamy's (London), Ltd., 2, Burnt Ash Hill. Tel. Lee Green 4821/2. Retail dealer.

LONDON, S.E.12.—Cliffons Service Station, Ltd., 59, Sidcup Rd., Lee. Eltham 3801/2. Austin main dealers.

LONDON, S.E.20.—Harold G. Cole & Co., 63, Croydon Rd., Penze. Sydenham 5112 & 4627. Dealers.

LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village. Tel. Gipsy Hill 0083. Retail dealers.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale. Forest Hill 1838. Austin retail dealers and service.

LONDON, S.E.23.—Tittlen & Hillier, Ltd., 100, Woodvale, Forest Hill. Tel. Por. 2432. Retail dealers.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd., Tel. Brixton 2087/8/9. Austin retail dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65-9, Sternhold Avenue, Streatham Hill. Tel. Tulse Hill 6464. Austin agents.

LONDON, S.W.3.—J. Corydon, Ltd., 139-149, Fulham Rd., Tel. Kensington 1410. Austin retailers.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., 873, Fulham Rd., Fulham. Tel. Renown 4494. Area dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Pre. 3333. Retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477/8. Retail dealers.

LONDON, S.W.7.—Rawlings Bros., Ltd., 87, Cromwell Rd. Tel. Froisher 8181 (10 lines). Austin agents.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gardens, Brixton. Tel. Brixton 4011. Retail dealers.

LONDON, S.W.12.—H. W. H. Engineering Co., Ltd., Beechings Garage, 39, Nightingale Lane. Bat. 4061. Retail dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (3 lines). Retail dealers.

LONDON, S.W.15.—K.L. Service Station, Kingston Vale. Tel. Kingston 8333. Austin retail dealers.

MACCLESFIELD (Cheshire).—W. H. Hyde, Ltd., Hobson St., Tel. 2457. Austin distributors.

MAIDSTONE.—Anstey, Ltd., Stone St., Tel. Maidstone 4272 (4 lines). Austin main dealer.

NORTHWOOD (Middlesex).—Colliver-Fisher, Ltd., Station Parade, Tel. Northwood 777. Austin retail dealers.

NUNEATON.—Abbey Service Garage, Church St., Tel. Nuneaton 2969. Austin retail dealers.

ORPINGTON (Kent).—Burton & Deakin, Ltd., Tel. 7622 (3 lines). Austin agents.

PEEBLES.—Ramsay (Peebles), Ltd., Austin House, Tel. 3386. Austin main dealers.

PETERBOROUGH.—Marshall's (Cambridge), Ltd., 63, Bridge St., Tel. 4641/2/3. Austin distributors.

POTTERS BARR (Middx.).—Ralph Davis, Ltd., Stanhope Garage, Hatfield Rd., Tel. 2371. Austin stockist dealers.

PRESTON (Lancs).—Dunderdale & Yates, Ltd., Austin House, Fishergate, Tel. Preston 3076/7. Austin main dealers.

REDHILL (Surrey).—John Chalmers & Sons, Ltd., Station Approach, Tel. Redhill 3931/4. Austin main dealers.

ROCHESTER (Kent).—Lloyd's Garage, High St., Tel. Chatham 1046. Austin retail dealers.

ROTHERHAM.—J. Clayton & Sons, Westgate. Tel. Rotherham 3656. 100% Austin dealers.

ROYSTON (Herts).—Logsdon's Garage, Ltd., Tel. Royston 2281/2. Austin dealers.

SALISBURY (Wills).—W. Goddard & Co., Ltd., 41-45, Winchester St., Tel. 2292/3. Austin distributors.

SILCHESTER, Nr. Reading.—Lovegrove & Lovegrove, Ltd., Tel. Silchester 208. Austin agents.

SLough (Bucks).—W. J. Sands & Sons, Ltd., High St., Burnham. Bucks. Burnham 1084. Main agents.

SMETHWICK (Staffs).—E. E. Brown & Co. (Smethwick) Ltd., St. Paul's Rd., Tel. Smethwick 1138/9. Austin retail dealers.

SMETHWICK.—Ken Wharton, Hume St. & Bearwood St., Tel. Sme 0613 & Bea 1325. Distributors.

SOUTHEND-ON-SEA.—W. Price (Motors), Ltd., 763, Southchurch Rd., Tel. Southend 67384. Austin retail dealers.

SOYTH NORWOOD.—David Kennedy (Engineers), Ltd., 11-5, Selhurst Rd., Tel. Livingstone 1033. Austin retail dealers.

## AUSTIN—Continued

STAINES Bridge (Middlesex).—Dobsons (Staines), Ltd., Tel. Staines 801. Austin area dealers.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St., Tel. 4343. Austin main agents.

SUNDERLAND.—R. & J. Smith, Pallion Road Garage, Tel. 3303. Austin retail dealers.

SUTTON (Surrey).—William Leeding & Sons, Ltd., 111, High St., Tel. Vigilant 7694. Austin agents.

SWINDON (Wills).—Steels (Swindon), Ltd., Drove Rd., Tel. Swindon 4035 (2 lines). Austin distributors.

TAUNTON.—The Taunton Motor Co., Ltd., 54-55, East St., Tel. 2051/2. Austin distributors.

THERFORD (Norfolk).—W. & G. Lambert, Ltd., Castle St. and Norwich Rd., Tel. 2217. Austin dealers.

THEYDON BOIS (Essex).—Wood & Kralling, High Rd., Tel. Theydon Bois 2254. Austin dealers.

TOLWORTH (Surrey).—Blue Star Garage, The Broadway, Tel. Elmbridge 0049. Austin retail dealers.

TRURO (Cornwall).—H.T.P. Motors, Ltd., Tel. Truro 2581/2/3. Austin main agents.

TWICKENHAM (Middlesex).—Spinks (Twickenham), Ltd., Heath Rd., Tel. Popesgrove 1035. Austin retail dealers.

WALLINGTON (Surrey).—Kirkway, Ltd., 166, Stafford Rd., Tel. Wallington 2000/1. Austin distributors.

WEALDSTONE (Middlesex).—G. & C. Motor Garage, Ltd., Canning Rd., Tel. Harrow 3432/3. Austin retail dealers.

WEMBLEY (Middlesex).—Montrose Motors, Ltd., Tel. Wembley 2636 & 4443. Austin dealers.

WESTCLIFF-ON-SEA (Essex).—Southend Motor & Aero Co., Ltd., 648-656, London Rd., Southend 45222. Distributors.

WEST HARTLEPOOL.—Leeming Garages, Ltd., Hart Lane, Tel. Hartlepool 3264. Austin main dealers.

WEYBRIDGE (Surrey).—Weybridge Automobile, Ltd., Queen's Rd., Tel. Weybridge 253. Austin main dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St., Tel. Wigan 3451. Austin dealer.

WOKING.—Inkerman Motor Co., Hermitage Rd., St. Johns. Tel. Brookwood 2324. Austin stockists.

## BENTLEY

BEDFORD.—Murrells Bros., Ltd., 3, High St., Tel. 66322. Bentley main agents.

GRIMSBY.—D. M. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5488/9. Bentley special retailers.

LONDON, W.1.—Jack Barclay Ltd., Berkeley Sq., Tel. Mayfair 7444. Bentley retailers.

LONDON, W.1.—H. A. Fox & Co., Ltd., 5-5, Burlington Gardens. Regent 7697. Officially appointed retailers.

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St., Mayfair 5242. Retail dealers.

LONDON, S.W.7.—Paddon Bros., Ltd., 60, Cheval Place, Kensington. Tel. Kensington 9477. Official Bentley specialists.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Bentley retail dealers.

SOUTH KENSINGTON, London S.W.7.—Radford & Co., Ltd., Melton Court, Kensington 6642. Specialists.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St., Tel. 4343. Bentley special retailers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queen's Rd., Tel. Weybridge 253. Bentley special retailers.

YORK.—Robert B. Massey & Co., Ltd., High St., Market Weighton. Tel. 5115 (5 lines). special retailer.

## B.M.W.

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd., Tel. Hou. 0011. B.M.W. sole concessionaires.

CATERHAM HILL (Surrey).—Anthony Crook Motors, Ltd., Tel. Caterham 2232/3. Bristol distributors.

EDINBURGH, 3.—Ingis Automobiles, Ltd., 64-78, Pitt St., Tel. Edinburgh 26287. Bristol distributors.

GLASGOW, C.3.—James H. Galt, Ltd., 52, Woodlands Rd., Tel. Douglas 7398. Distributors for Scotland.

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd., Tel. Hou. 0011. Bristol distributors.

LEEDS, 1.—H. R. Martindale, Ltd., 14, Harrison St., Leeds 20114/5/6. Bristol distributors.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq., Gro. 2563. Retail dealers.

## BUICK

LONDON, W.1.—Lendrum & Hartman, Ltd., 26b, Albemarle St., Piccadilly, Tel. Hyde Park 7121. Distributors.

## CADILLAC

LONDON, W.1.—Lendrum & Hartman, Ltd., 26b, Albemarle St., Piccadilly, Tel. Hyde Park 7121. Distributors.

## CHRYSLER

ENFIELD (Middx).—Walters (Motors), Ltd., 556, High St., Ponders End. Tel. Howard 1646. Chrysler distributors.

LEEDS, 7 (Yorks).—Brown & White (Leeds), Ltd., Roundhay Rd., Tel. 43405. Chrysler distributors.

## CITROEN

BATH.—Widcombe Garages, Ltd., Pulteney Rd., Tel. Bath 4863. Citroen distributors.

CHESTER.—Godfrey Houghton, Ltd., 38, City Rd., Tel. 24818. Citroen distributors.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 404/5. Citroen distributors.

DOUGLAS.—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd., Edg. 2821 (3 lines). Works—Parker St. Retail dealers.

EPSOM (Surrey).—Wilsons Automobiles & Coachworks, Ltd., 1, Dorking Rd., Tel. Epsom 3901. Distributors.

ESHER.—E.F.S. Motors, Ltd., Kingston By-Pass Rd., Tel. Emmerbrook 3000. Citroen distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5488/9. Citroen distributors.

GUILDFORD.—Combs & Sons (Guildford), Ltd., Portsmouth Rd., Tel. 62907 (3 lines). Citroen main agents.

HINDHEAD (Surrey).—Hindhead Motor Works, Ltd., Tel. 663. Citroen area dealers.

IPSWICH.—McNamara Motors, Ltd., 116, St. Helen's St., Tel. Ipswich 3775/6. Citroen distributors.

LEEDS, 7 (Yorks).—Brown & White (Leeds), Ltd., Roundhay Rd., Tel. 43405. Citroen distributors.

LIVERPOOL.—H. Woodward & Son, Ltd., Altcar Works, Formby, Tel. Formby 630. Citroen distributors.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove, Tel. Bayswater 4274. Citroen stocking dealers.

LONDON, N.W.3.—Blue Star Garages, Ltd., 35, High St., Hampstead. Hampstead 6081. Retail dealers.

LONDON, N.W.8.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6154 & 4485. Citroen distributors.

LONDON, N.W.10.—Ace Service Station (London), Ltd., North Circular Rd., Elg. 5585/9. Citroen main dealers.

LONDON, E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate. Grangewood 3464. Citroen distributors.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (3 lines). Retail dealers.

MANCHESTER, 13.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Ardwick 1333/4. Retail dealers.

NEWBURY.—Green & Whincup, Northbrook St. Tel. Newbury 251. Citroen distributors.

NEW SOUTHGATE, N.11.—The Boves Road Garage & Eng. Co., Ltd., 188, Boves Rd., Boves Park 2284. Distributors.

NORWICH.—John L. Pointer, The Garage, Aylsham Rd., Tel. Norwich 20054. Citroen distributors.

SHREWSBURY.—Gatesbury Bros., Ltd., Columna Garage, Tel. Shrewsbury 6272. Citroen distributors.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St., Tel. 4343. Citroen distributors.

WOODFORD GREEN (Essex).—Woodford Car Mart, Woodford New Rd., Tel. Buckhurst 0017. Citroen distributors.

## DAIMLER

BRADFORD.—Charles Sidney, Ltd., 59, Westgate. Tel. Bradford 22084. Daimler main dealers.

BRIDGWATER.—W. E. Chailier, Ltd., Cannington Tel. Comwith 228. Daimler main agents.

DORKING (Surrey).—Dorking Motor Co., Ltd., Regate Rd., Tel. Dorking 2256 (3 lines). Daimler distributors.

KINGSTON-ON-THAMES (Surrey).—G. W. Wilkin, Ltd., 26, London Rd., Tel. Kingston 2241. Daimler dealers.

LONDON, W.1.—Stratstones, Ltd., 40, Berkeley St., Tel. Mayfair 4404. Daimler distributors.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Daimler retail dealers.

MANCHESTER (Notts).—James Windor & Son (Manchester), Ltd., Nottingham Rd., Tel. 2401/2. Daimler main dealers.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., Bailey Lane, Tel. Sheffield 22898 & 22625. Main dealers.

ST. ALBANS (Herts).—Marlboro' Motors (St. Albans), Ltd., 100-102, London Rd., St. Albans 1590. Distributors.

SUTTON (Surrey).—William Leeding & Sons, Ltd., 111, High St., Tel. Vigilant 7694. Daimler agents.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex) Garage, Ltd., 12, London Rd., Tun Wells 1425. Distributors.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queen's Rd., Tel. Weybridge 253. Daimler distributors.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St., Tel. Wigan 3551. Daimler dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within), Tel. 2508. Daimler area dealers.

## DELOU

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd., New Cross 2456/5704. Distributors.

## DODGE

LEEDS, 7 (Yorks).—Brown & White (Leeds), Ltd., Rotary Rd., Tel. 43405. Dodge distributors.

LONDON, S.W.2.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., Tel. Balham 2234 (3 lines). Distributors.



## THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## FORD

**ALPERTON** (Middx).—Dagenham Motors, Ltd., 374, Kaling Rd. Tel. Perivale 3568. Ford main dealers.

**BANBURY** (Oxon).—Young's Service Garage, Warwick Rd. Tel. Banbury 2103. Ford main dealer.

**BARKING**.—Barking Garage & Engineering Co., Ltd., Wakering Rd. Rippleway 0355 (5 lines). Ford retail dealers.

**BIRMINGHAM**.—Bristol Street Motors, Ltd., 164-162, Bristol St. Tel. Midland 5561.4. Ford main dealers.

**BOURNEMOUTH**.—F. English, Ltd., 58, Poole Hill, Tel. Bournemouth 5850. Ford distributors.

**BOURNEMOUTH** (Hants).—Handy Bros., Ltd., Palmerston Rd., Boscombe. Tel. Boscombe 34262. Ford main dealers.

**BRENTFORD** (Essex).—J. P. Henneman, Ltd., Brook St. Tel. Brentwood 1540. Ford main dealers.

**BROMLEY** (Kent).—Soane & Dunn, Ltd., Maysons Hill. Tel. Ravensbourne 4664. Ford main dealers.

**CANTERBURY** (Kent).—The Invicta Motor Eng. Works, Ltd., 25, Lower Bridge St. Tel. 5151 2.5. Main dealer.

**CARLISLE**.—County Garage Co., Ltd., Lupton St. Tel. Carlisle 24234/5.6. Ford main dealers.

**CARMARTHEN**.—W. Edwards & Sons (Carmarthen), Ltd., Towy Garage. Tel. Carmarthen 482.3. Ford main agents.

**CATERHAM HILL** (Surrey).—Anthony Crook Motors, Ltd., Caterham 2232.3. Ford retailer.

**CHATHAM** (Kent).—The Brock Garage, 315-9, High St. and The Brook. Chatham 5201. Main dealers.

**CHELTENHAM**.—Victory Motor Co. (Cheltenham), Ltd., 42-50, Wincombe St. Tel. 5105 6.7. Ford main dealers.

**CHESHAM** (Bucks).—C. Catling, 20, High St. Tel. Chesham 136. Ford retail dealer.

**COCKFOSTERS** (Herts).—Broadfield Garage & Engineering Co., Ltd., Standard House. Tel. Barnet 7901. Retail dealers.

**CONSETT** (Co. Durham).—Atkinson & Browell, Plaza Buildings. Tel. Consett 137. Ford main dealers.

**COVENTRY**.—F. Blamire, Queen's Road Garage. Tel. Coventry 5424. Ford retail dealers.

**CROYDON** (Surrey).—Hubert Dees, Ltd., 15-19, Brighton Rd. Tel. Croydon 6011. Ford main dealers.

**CROYDON** (Surrey).—Kentish & Thomson, Ltd., 564-586, Wickham Rd., Shirley, Springpark 5477. Retail dealer.

**DENHAM** (Bucks).—Denham Service Station, Ltd., Tel. Denham 2266. Ford agents.

**DORKING** (Surrey).—F. W. Mays & Co., Ltd., 105, South St. Tel. 2244. Ford area dealers.

**ENFIELD** (Middlesex).—Chaseide Motor Co., Ltd., 620, Great Cambridge Rd., Enfield 5456 (4 lines). Retail dealers.

**FOLKESTONE** (Kent).—F. H. Peacock, Ltd., 104, Ford Rd. Tel. Folkestone 51222. Ford main dealers.

**GLASGOW**.—J. Wylie (of Glasgow), Ltd., 370, Pollokshaw Rd. Tel. Pollok 2212 3.4.5. Main dealers.

**GLOUCESTER**.—Taylors (Gloucester), Ltd., Worcester St. Tel. Gloucester 22228.9. Ford main dealers.

**GOSPORT** (Hants).—Erskine Motors, 72-82, Stake Rd. Tel. Gosport 89141.2. Ford retail dealer.

**GRAVESEND** (Kent).—Gravesend Motors, Ltd., Pelham Rd. Tel. Gravesend 4234.5. Ford retailers.

**HAMPSTEAD**.—N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6031. Ford retail dealers.

**HARROGATE** (Yorks).—Harrogate Motors, Ltd., Spa Garage. Tel. 4022 (4 lines). Ford main dealers.

**HARROW** (Middlesex).—Blue Star Garage, Alexandra Ave., Rayners Lane. Tel. Pinner 3654. Ford retail dealers.

**HASTINGS**.—J. Hollingsworth, Ltd., Braybrooke Rd. Tel. 2727. Ford main dealers.

**HENSWORTH** (Yorks).—J. J. Tait, Ltd., Barnsley Rd. Tel. Hensworth 6. Ford main dealers.

**HINDHEAD** (Surrey).—Hindhead Motor Works, Ltd., Tel. Hindhead 663. Ford area dealers.

**HOLMFIRTH** (Yorks).—G. W. Castle, Ltd., Huddersfield Rd. Tel. Holmfirth 676. Ford dealers.

**HULL**.—Harbour Motors, Ltd., 172, Anlaby Rd. Tel. 15500. Ford main dealers.

**KINGSTON-ON-THAMES** (Surrey).—Lamberts of Kingston, Ltd., 140 London Rd. Tel. 3171. Ford main dealers.

**LEEDS**.—T. (Yorks).—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 45405. Ford retail dealers.

**LEEDS**.—1.—H. B. Martindale, Ltd., 14, Harrison St. Tel. Leeds 20114 5.6. Ford retail dealers.

**LEEDS**.—2.—Tate of Leeds, Ltd., New York Rd. Tel. 31281. Ford main dealers.

**LEIGH-ON-SEA** (Essex).—Woodfield Garages, Ltd., 50-42, Woodfield Rd. Tel. Leigh 0.5 78120. Ford stockists dealers.

**LIGHTON BUZZARD** (Essex).—St. Christopher's Garages, Ltd., Tel. Leighton Buzzard 3252. Ford agents.

**LONDON**.—W.1.—Dagenham Motors, Ltd., 56, Park Lane, Tel. Hyde Park 4866. Ford main dealers.

**LONDON**.—W.1.—Herbert & Mills, Ltd., 75, Great Portland St. Tel. Langham 3506.7. Retail dealers.

**LONDON**.—W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Gro. 2563. Retail dealers.

**LONDON**.—W.1.—Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7735. Ford retail dealers.

## FORD—Continued

**LONDON**.—W.2.—R. E. Currie & Co., Ltd., 195, Westbourne Grove, Bayswater 0095/6. Retail dealers.

**LONDON**.—W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch, Paddington 5075. Retail dealers.

**LONDON**.—W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., Acton, Acton 3224.5. Retail dealers.

**LONDON**.—W.3.—Whitby of Acton, 273, The Vale, Acton, Tel. Shepherds Bush 5355. Ford dealers.

**LONDON**.—W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick 0911. Retail dealers.

**LONDON**.—W.6.—Normand, Ltd., 405, King St., Hammersmith, Tel. Riverside 5665.6. Ford retail dealers.

**LONDON**.—W.11.—John S. Truscott, Ltd., 173, Westbourne Grove, Tel. Bayswater 4274. Ford stock-in dealers.

**LONDON**.—N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St. Tel. Euston 5558.9. Retail dealers.

**LONDON**.—N.W.3.—Blue Star Garages, Ltd., 35, High St., Hampstead. Tel. Hampstead 6951. Retail dealers.

**LONDON**.—N.W.5.—W. T. Brown, Ltd., 339, Finchley Rd., Hampstead. Tel. Hampstead 4414, 1640. Main dealers.

**LONDON**.—N.W.5.—McNeil's Motors, Ltd., 126, Haverstock Hill, Tel. Primrose 5455. Ford agents.

**LONDON**.—N.W.4.—Brent Cross Garage, Hendon Way, Hendon. Tel. Speedwell 1196. Ford retail dealers.

**LONDON**.—N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon 1145.6 & 1181.2. Retail dealer.

**LONDON**.—N.W.7.—Blue Star Garage, Watford Way, Mill Hill. Tel. Mill 2277. Ford retail dealers.

**LONDON**.—N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill. Mill Hill 4252. Appointed dealers.

**LONDON**.—N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Colindale 6134 & 4485. Retail dealer.

**LONDON**.—N.W.10.—Ase Service Station (London), Ltd., North Circular Rd. Tel. E1g. 5585.9. Ford agents.

**LONDON**.—N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harleiden, Elgar 6256 7.8. Ford agents.

**LONDON**.—N.2.—Motorists (London), Ltd., East Finchley Station. Tel. Tudor 2501.2. Ford agents.

**LONDON**.—N.3.—C. & W. Motors, Ltd., Queens Head Garage, East End Rd., Finchley. Fin. 6256.8. Retail dealers.

**LONDON**.—N.6.—Gatehouse Motors, Ltd., 1, Hampstead Lane, Highgate. Tel. Mou. 4444. Ford retail dealers.

**LONDON**.—N.12.—W. Harold Perry, Ltd., Invicta Works, North Finchley. Tel. Hillside 4444. Main dealer.

**LONDON**.—N.16.—Wood & Lambert, Ltd., 49, Stamford Hill, Tel. Stamford Hill 3434. Main dealers.

**LONDON**.—E.6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Tel. Grangeview 2935. Dealers.

**LONDON**.—E.6.—Traynor Motors, Ltd., 133-5, High St., South, East Ham. Grangeview 2530. Ford agents.

**LONDON**.—E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Tel. 6671/2. Ford stockist dealers.

**LONDON**.—E.18.—Frank G. Gates, Ltd., 79, High Rd., Woodford. Tel. Wanstead 2253. Main dealers.

**LONDON**.—S.E.1.—Dispatch Motor Co., Ltd., 114, Southwark Bridge Rd., Tel. Waterloo 5861. Main dealer.

**LONDON**.—S.E.5.—Bloomfield's Cars (Camberwell), Ltd., 92-110, Camberwell Rd., Tel. Rodney 3021/3259. Retail dealers.

**LONDON**.—S.E.6.—Dagenham Motors, Ltd., 6, Bangley Rd., Catford. Tel. Hither Green 4821. Ford main dealers.

**LONDON**.—S.E.12.—Bellamy's (London), Ltd., 2, Burnt Ash Hill, Tel. Lee Green 4821.2. Retail dealer.

**LONDON**.—S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd., New Cross 2456/3704. Sub-dealers.

**LONDON**.—S.E.23.—Titlen & Hillier, Ltd., 100, Woodvale, Forest Hill. Tel. For. 2452. Retail dealers.

**LONDON**.—S.W.5.—J. Corydon, Ltd., 139-149, Fulham Rd., Tel. Kensington 1410. Ford retailers.

**LONDON**.—S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd., Earls Court, Frenantle 6573 (5 lines). Retail dealers.

**LONDON**.—S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd., Tel. Frenantle 8401. Ford retail dealers.

**LONDON**.—S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd. Tel. Renown 1185. Retail dealers.

**LONDON**.—S.W.7.—Brew Brothers, Ltd., 153, Old Brompton Rd., South Kensington. Fre. 3333. Retail dealers.

**LONDON**.—S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd., Tel. Micalaus 3363.4. Ford retail dealers.

**LONDON**.—S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Office, Brixton. Tel. Brixton 4011. Retail dealers.

**LONDON**.—S.W.12.—H. W. H. Engineering Co., Ltd., Beechholme Garage, 39, Nightingale Lane, Bal. 4051. Retail dealers.

**LONDON**.—S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (3 lines). Retail dealers.

**LONDON**.—S.W.17.—F. H. Peacock, Ltd., 219, Balham High Rd. Tel. Balham 4401. Ford main dealer.

## FORD—Continued

**LONDON**.—S.W.18.—Allan Taylor (Motors), Ltd., 126, Wandsworth High St. Tel. Vandyke 4433. Main dealers.

**LONDON**.—S.W.19.—Coles Garage, Worpole Rd., Wimbledon. Tel. Wimbledon 0195.6. Ford retail dealers.

**LUTON**.—The Luton Motor Company, Ltd., 326-340, Dunstable Rd. Tel. Luton 3715. Ford main dealers.

**MAIDSTONE**.—Haynes Bros., Ltd., Ashford Rd. Tel. Maidstone 2239. Ford main dealers.

**MANCHESTER**.—H. E. Nunn & Co., Ltd., 282, Bury New Rd. Tel. Broughton 2201. Distributors.

**MANSFIELD** (Notts).—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401.2. Ford stock-in dealers.

**MARGATE** (Kent).—The Invicta Motor Eng. Works, Ltd., Empire Garage, Eaton Rd., Thanet 21505. Main dealers.

**NEWTON ABBOT**.—Mid-Devon Garage, Ltd., Tel. Newton Abbot 1702.5. Ford main dealers.

**PONTEFRAC** (Yorks).—South Yorkshire Motors, Ltd., Corn Market. Tel. Pontefract 424.5. Ford main dealers.

**POTTERS BAR** (Middlex).—Blue Star Garage, High St. Tel. Potters Bar 3205. Ford retail dealers.

**POTTERS BAR** (Middlex).—Ralph Davis, Ltd., Stanhope Garage, Hatfield Rd. Tel. 2371. Ford stock-in dealers.

**READING** (Berks).—Goslings, Ltd., 6 & 8, London Rd. Tel. Reading 2073. Ford main dealers.

**REDHILL** (Surrey).—John Chalmers & Sons, Ltd., High St. Tel. Redhill 3951.4. Ford main dealers.

**SEVENOAKS** (Kent).—Sennocke Engineering Co., Ltd., The Vine, Tel. 2541.2. Ford main dealers.

**SIDCUP** (Kent).—Hubert Dees, Ltd., Sidcup By-pass, Tel. Footscray 1244. Ford main dealers.

**SMETHWICK**.—Ken Wharton, Hume St. & Bearwood Rd. Tel. Sme. 0613 & Bea. 1325. Retail dealer.

**SOUTHAMPTON**.—Percy Hendy, Ltd., Vincent's Walk, Pound Tree Rd. Tel. Southampton 5112 (3 lines). Main dealers.

**SOUTH KENSINGTON** (London).—S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealers.

**SOUTHSEA**.—Lennox Motor Co., Ltd., Grove Road, South. Tel. Portsmouth 74157. Ford main dealers.

**STAINES**.—Crimble of Staines, 100, Kingston Rd., Tel. Staines 1143. Ford main dealers.

**ST. ALBANS** (Herts).—Verulam Motor Co., Ltd., London Rd. Tel. 5396.7. Ford main dealers.

**ST. HELIER**.—Jersey C.I.—La Motte Garages, Ltd., 35/35, La Motte St., Central 408 & 3076. Main dealers.

**TETFORD** (Norfolk).—W. & G. Lambert, Ltd., Castle St. & Norwich Rd. Tel. 2217. Ford dealers.

**TRURO** (Cornwall).—Truro Garages, Ltd., Lemon Quay. Tel. 2355. Ford main dealers.

**TUNBRIDGE WELLS** (Kent).—Stormont Engineering Co., Ltd., 3, Mount Ephraim, Tel. 20523. Ford main dealers.

**WAKEFIELD** (Yorks).—South Yorkshire Motors, Ltd., Barnsley Rd. Tel. Wakefield 3484.5. Ford main dealers.

**WEALDSTONE** (Middlex).—W. Harold Perry, Ltd., Station Bridge, Tel. Harrow 1031.2. Ford main dealers.

**WELLING** (Kent).—Blue Star Garage, 132, Park View Rd. Tel. Bexleyheath 5678. Ford retail dealers.

**WEMBLEY** (Middlex).—Blue Star Garage, Watford Rd. Tel. Arn. 7740. Ford retail dealers.

**WEMBLEY** (Middlex).—Montrose Motors, Ltd., Tel. Arncliffe 2636, 4443. Ford dealers.

**WEST MERSEA** (Essex).—Underwoods Garage, Kingsland Rd. Tel. West Mersea 522. Ford dealers.

**WESTON-SUPER-MARE**.—Grove Park Garage, Ltd., Lower Bristol Rd., Weston-super-Mare 17, 2281. Main dealers.

**WINCHESTER**.—Hyde Abbey Motor Works, Ltd., Hyde St. Tel. 4797. Ford main dealers.

**WITHAM** (Essex).—Witham Motor Co. (Essex), Ltd., West End Works, Tel. Witham 3560. Ford agents.

**WOLVERHAMPTON**.—B. Billingham, Ltd., Cleveland St. Tel. Wolvehampton 2032. Ford main dealers.

## FRAZER NASH

**ISELWORTH**.—A.F.N., Ltd., Falcon Works, London Rd. Tel. Hou. 0911. Frazer Nash manufacturers.

## HILLMAN

**ALDERSHOT** (Hants).—H. A. Charter, Esq., Station Rd. Tel. Aldershot 1246.7. Hillman main dealers.

**ANDOVER** (Hants).—Bartley & Co., Salisbury Rd. Tel. Andover 2136. Hillman dealers.

**AYLESBURY** (Bucks).—The Bucks Motor Co., Ltd., 40, Western St. Tel. Aylesbury 164/165. Hillman dealers.

**BANSTEAD** (Surrey).—Prospect Garage (Banstead), Ltd., Brighton Rd. Tel. Burgh Heath 2202.5. Hillman retail dealers.

**BARKING** (Essex).—Albion's Garage, Ltd., 105-7, Longbridge Rd. Rippleway 1285 & 0180. Area Hillman sub-dealer.

**BARNET** (Herts).—Hadley Green Garages, Ltd., 202, High St. Tel. Barnet 0332 & 0910. Dealers.

**BOSTON** (Lincs).—E. C. Stanwell & Sons, Ltd., West St. Tel. 3367.5. Hillman retail dealers.

**BOURNEMOUTH**.—Geo. Hartwell Ltd., Holdenhurst Rd. Tel. B'mouth 4161. Hillman distributors.



## THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## HILLMAN—Continued

**BRENTFORD** (Middx.)—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd., Belling 5400 (7 lines). Official retailers.

**BRIGHTON**—Seymour 193, Preston Rd. Tel. Brighton 52830. Hillman retail dealers.

**BRISTOL** 1.—Cathedral Garage, Ltd., College Green. Tel. Bristol 20031. Hillman main distributors.

**BROMLEY COMMON**—Tudor Auto-Services, Ltd., Tudor Garage, Eastings Rd. Tel. Hurstway 1262. Main agents.

**BROMSGROVE**—H. J. Malins, Staple Hill Garage. Tel. Bromsgrove 2552. Hillman retail dealers.

**BURY** (Lancs.)—P. & E. Finney, Ltd., 82-86, Bolton St. Tel. Bury 3208/9. Hillman retail dealers.

**CARLISLE**—Harrison (Motor Engineers), Ltd., 57-41, Warwick Rd. Tel. Carlisle 25177/25178. Hillman distributors.

**CHELTEENHAM**—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. Cheltenham 55591. Hillman distributors.

**CROYDON** (Surrey)—Manton Motors, Ltd., 23-27, 37-59, Shirley Rd. Tel. Addiscombe 6051. Main dealers.

**CROYDON**—W. Shirley & Sons, 17, Montague Rd. Tel. Croydon 0716. Hillman retail dealers.

**CROYDON**—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 4600 & 4632. Main dealers.

**EDINBURGH** 3.—Ingils Automobiles Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Hillman retail dealers.

**EDINBURGH** 3.—James Ross & Sons (Motors), Ltd., Lochrin. Tel. Fou. 1555/8. Hillman agents.

**ELY** (Cambs.)—Ely Service Motor Co., Ltd., Lynn Rd. Tel. Ely 2981. Hillman main dealer.

**EPSOM** (Surrey)—H. F. Edwards & Co., Ltd., 28, 30, Upper High St. Tel. Epsom 9400. Retail dealers.

**ERITH** (Kent)—North End Machinery & Motor Services, Ltd., North End Rd. Erith 9000. Main agents.

**GAMLINGAY** (Cambs.)—W. J. Empson, West End Garage, Tel. Cambridge 256. Hillman dealers.

**GLASGOW** S.E.—James B. Robinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3868. Hillman retail dealers.

**GLOUCESTER**—Taylors Crypt House Motors, Ltd., London Rd. Tel. 24081/3. Hillman distributors.

**GREAT HARWOOD** (Lancs.)—J. E. Nightingale, Ltd., Harwood Bar Garage—Tel. 3259. Hillman main dealers.

**GRIMSBY**—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5485/9. Hillman dealers.

**HALESOWEN** (Worcs.)—Halesowen Motor Works, Ltd., Whitehall Rd. Tel. Halesowen 1655/6. Hillman area dealers.

**HARROW** (Middlesex)—Automobile & Aircraft Services, Ltd., 609, Kenton Rd. Wordsworth 7805 (5 lines). Retail dealer.

**HATFIELD** (Herts.)—W. Waters & Sons, Ltd., Barnet By-Pass. Tel. Hatfield 2711. Hillman distributors.

**HAVERFORDWEST** (Pemb.)—James Parry, County Motors, Tel. Haverfordwest 122. Hillman retail dealers.

**HAWKHURST** (Kent)—Olivers Garage, Winchester Rd. Tel. Hawkhurst 2181. Hillman dealers.

**HERTFORD**—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 3044. Hillman distributors.

**HIGH WYCOMBE** (Bucks.)—Davenport Vernon & Co., Ltd., 51-2 & 34, High St. Tel. 2400 (5 lines). Distributors.

**ISLEWORTH** (Middx.)—B. N. White-Spinner, Ltd., 640-652, London Rd. Tel. Isleworth 2552/2554/2151. Main dealers.

**KINGSTON-UPON-THAMES**—H. Taylor & Co., 135-7, London Rd., Kingston 1263. Hillman main dealers.

**LEE-ON-SOULENT** (Hants.)—Smith Bros. (Lee-on-Soult), Ltd., High St. Tel. 79265. Hillman dealers.

**LEICESTER**—E. W. Campion & Sons, Ltd., 45, Braunstone Gate. Tel. Leicester 22945. Hillman retail dealers.

**LINCOLN** (Surrey)—Plainstone Garages, Ltd. Tel. 120. Hillman agents.

**LIVERPOOL**—H. Woodward & Son, Ltd., Altcar Works, Formby. Tel. Formby 650. Hillman retail dealers.

**LONDON** W.3.—Metropolitan Motors, 192-196, Horn Lane, Acton. Tel. Acton 5064 (4 lines). Retail dealers.

**LONDON** W.6.—Normand, Ltd., 405, King St., Hammer-smith. Tel. Riverside 5665/6. Hillman retail dealers.

**LONDON** N.W.1.—Blue Star Garage, 128A, Camden Rd. Tel. Gulliver 5028. Hillman retail dealers.

**LONDON** N.W.4.—Hendon Central Garage, Ltd., Watford Way, Hendon Central. Tel. Hendon 8084/5. Retail dealers.

**LONDON** E.4.—Reliance Motors (Chingford) Ltd., 1, Hall Lane, Chingford. Tel. Silverthorne 1620/1. Main dealers.

**LONDON** E.8.—Leigh & Butfield, Ltd., 24, London Lane. Tel. Amherst 6116. Stocking dealers.

**LONDON** S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Hillman retail dealers.

**LONDON** S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Distributors.

**LONDON** S.W.3.—J. Coryton Ltd., 159-149, Fulham Rd. Tel. Kensington 1410. Hillman retailers.

## HILLMAN—Continued

**LONDON** S.W.6.—London & Counties Motor Mart Ltd., 79-91, New King's Rd. Tel. Renown 1183. Retail dealers.

**LONDON** S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3533. Retail dealers.

**LONDON** S.W.12.—Nightingale Engineering Co., Ltd., Western Lane, Nightingale Lane. Tel. Battersea 2193. Retail dealers.

**MAIDENHEAD**—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 5421/2. Hillman main dealers.

**MAIDENHEAD**—Sawford Garage, Braywick Tel. Maidenhead 724. Hillman retail dealers.

**MAVERN** (Worcs.)—Bowman & Acock, Ltd., Pickersleigh Garage, Worcester Rd. Tel. Malvern 262. Main agents.

**MANCHESTER** 13.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Ardwick 1343/4. Retail dealers.

**NEWCASTLE-ON-TYNE**—The Minorities Garages Ltd., Jesmond Rd. Tel. Jesmond 2000. Hillman distributors.

**NEWQUAY** (Cornwall)—The Clock Garage (Cornwall) Ltd., Summercourt. Tel. Mitchell 252. Hillman retail dealers.

**NORTHAMPTON**—Arthur Mulliner, Ltd., Bridge St. Tel. 907. Hillman distributors.

**NORTH SHIELDS**—Central Garage, Church Way Tel. North Shields 2486. Hillman area dealers.

**PETERBOROUGH**—Clarke Bros. Services, Ltd., Crawthorne Garages. Tel. Peterborough 3556. Hillman distributors.

**PETERSFIELD** (Hants.)—E.M.A. Ltd., Ramshill Garage, Ramshill. Tel. Petersfield 186. Hillman distributors.

**PETTS WOOD** (Kent)—Dunstonian Garage Station Garage, Tel. Orpington 889. Hillman main dealers.

**ROCHDALE** (Lancs.)—L. C. Hillier, Ltd., Oldham Rd. Tel. Rochdale 5151. Hillman main dealers.

**ROMSEY**—B. A. Rolfe & Sons, Ltd. Tel. Romsey 5185/5186/5187. Hillman main dealers.

**SHEFFIELD** 1.—Central Motors (Sheffield), Ltd., Bailey Lane. Tel. Sheffield 22898 & 22625. Retail dealers.

**SHEFFIELD** 1.—J. Gilder & Co., Ltd., 16, Cambridge St. Tel. 26358/9. Hillman retail dealers.

**SMETHWICK**—Ken Wharton, Hume St. & Bearwood Rd. Tel. Sme. 0613 & Box 1325. Distributor.

**SOUTH KENSINGTON**—London, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealers.

**SOUTH SHIELDS**—Town Hall Garage, Showrooms Charlotte Ter. Tel. 57 & 58. Hillman dealers.

**SOUTHBEND-ON-SEA**—W. Price (Motors) Ltd., 763, Southchurch Rd. Tel. Southend 67584. Hillman retail dealers.

**SOUTHEASE** (Hants.)—E.M.A. Ltd., Tudor House, Grove Rd. South. Tel. Portsmouth 2168. Hillman distributors.

**STAINES BRIDGE** (Middlesex)—Dobsons (Staines), Ltd. Tel. Staines 801. Hillman area dealers.

**STOCKTON-ON-TEES**—Wiggins Garage, Ltd., Norton Rd. Tel. 55257. Hillman dealers.

**STOKE-ON-TRENT**—Bailey's Garage, Ltd., Leek Rd. J. Hanley. Tel. Stoke-on-Trent 29671/2. Retail dealer.

**STOURBRIDGE** (Worcs.)—Halesowen Motor Works, Ltd., Lower High St. Tel. Stourbridge 57655. Hillman area dealers.

**TRING**—Arthur Gower & Son, Tring Motor Garage Western Rd. Tel. Tring 3027. Main dealers.

**TRURO** (Cornwall)—The Trafalgar Garage, Ltd., Trafalgar Sq. Tel. 2461. Hillman distributors.

**TUNBRIDGE WELLS** (Kent)—The St. John's Motor Co., Ltd., 62-64, St. Johns Rd. Tel. 20619. Stocking dealers.

**WALLINGTON** (Surrey)—McKinnon Motors, Ltd., Langham House 8, 5, Stafford Rd. Tel. Wallington 5404. Main dealers.

**WARRINGTON**—Percy Duckworth, Ltd., 44-48, Winwick St. Tel. Warrington 5636/7. Hillman main dealers.

**WATTON** (Norfolk)—L. A. Pich, Wavand Garage, Thetford Rd. Tel. Watton 286. Hillman retail dealers.

**WESTCLIFF-ON-SEA**—Chalkwell Motor Co., Ltd., 684-686, London Rd. Tel. Leigh-on-Sea 75247. Retail dealers.

**WEYBRIDGE** (Surrey)—R. J. Shanks & Co., Ltd., Baker St. Weybridge 117 & 1554. Area dealers.

**WIGAN** (Lancs.)—S. & S. Motors (Wigan) Ltd., Central Garages, Crompton St. Tel. 2281/2. Retail dealers.

**WINCHESTER**—Will Short, Ltd., 2-4, St. Cross Rd. Tel. 2599. Hillman distributors.

**WINDSOR**—Martins Garages, 105 St. Leonarda Rd. Tel. Windsor 549. Hillman distributors.

**WINSFORD** (Cheshire)—Dickinson Bros., High St. Tel. Winsford 2241/2. Hillman main dealers.

**WOKING** (Surrey)—L. F. Dove, Ltd., White Rose Lane. Tel. Woking 1262. Hillman main dealers.

**WOKINGHAM** (Berks.)—The Wokingham Motor Co. (1953) Ltd., Funchampstead Rd. Tel. Wokingham 560. Retail dealers.

**YORK**—Lister & Edmund Ltd., The Mount and Holgate Rd. Tel. York 5048. Hillman distributors.

## HOTCHKISS

**SOUTH KENSINGTON**—London, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Concessionaires.

## H.R.G.

**SOUTH KENSINGTON**—London, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Distributors.

## HUMBER

**ALDERSHOT** (Hants.)—H. A. Charter, Esq., Station Rd. Tel. Aldershot 1246-7. Humber main dealers.

**AYLESBURY** (Bucks.)—The Bucks Motor Co., Ltd., Gt. Western St. Tel. Aylesbury 164 & 165. Humber dealers.

**BARNET** (Herts.)—Hadley Green Garages, Ltd., 202 High St. Tel. Barnet 0352 & 0910. Dealers.

**BOSTON** (Lincs.)—E. C. Stansell & Sons, Ltd., West St. Tel. 3667/8. Humber retail dealer.

**BOURNEMOUTH**—Geo. Hartwell, Ltd., Holdenhurst Rd. Tel. Bournemouth 4161. Humber distributors.

**BRENTFORD** (Middx.)—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd. Ealing 5400 (7 lines). Official retailers.

**BRISTOL** 1.—Cathedral Garage, Ltd., College Green. Tel. Bristol 20031. Humber main distributors.

**BROMLEY COMMON**—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd. Tel. Hurstway 1262. Main agents.

**BURY** (Lancs.)—P. & E. Finney, Ltd., 82-86, Bolton St. Tel. Bury 3208/9. Humber retail dealers.

**CARLISLE**—Harrison (Motor Engineers), Ltd., 57-41, Warwick Rd. Tel. Carlisle 25177/25178. Humber distributors.

**CHELTEENHAM**—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. Cheltenham 55591. Humber distributors.

**CROYDON** (Surrey)—Manton Motors, Ltd., 23-27, 37-59, Shirley Rd. Tel. Addiscombe 6051. Main dealers.

**CROYDON**—W. Shirley & Sons, 17, Montague Rd. Tel. Croydon 0716. Humber retail dealers.

**CROYDON**—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 4600 & 4632. Main dealers.

**EDINBURGH** 3.—James Ross & Sons (Motors), Ltd., Lochrin. Tel. Fou. 1555/8. Humber Agents.

**EPSOM** (Surrey)—H. F. Edwards & Co., Ltd., 28, 30, Upper High St. Tel. Epsom 9400. Retail dealers.

**ERITH** (Kent)—North End Machinery & Motor Services, Ltd., North End Rd. Erith 9000. Main agents.

**GAMLINGAY** (Cambs.)—W. J. Empson, West End Garage, Tel. Cambridge 256. Humber dealers.

**GLASGOW** S.E.—James B. Robinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3868. Humber retail dealers.

**GLOUCESTER**—Taylors Crypt House Motors, Ltd., London Rd. Tel. 24081/3. Humber distributors.

**GREAT HARWOOD** (Lancs.)—J. E. Nightingale, Ltd., Harwood Bar Garage. Tel. 3259. Humber main dealers.

**HALESOWEN** (Worcs.)—Halesowen Motor Works, Ltd., Whitehall Rd. Tel. Halesowen 1655/6. Humber area dealers.

**HARROW** (Middlesex)—Automobile & Aircraft Services, Ltd., 609, Kenton Rd. Wordsworth 7805 (5 lines). Retail dealer.

**HATFIELD** (Herts.)—W. Waters & Sons, Ltd., Barnet By-Pass. Tel. Hatfield 2711. Humber distributors.

**HAVERFORDWEST** (Pemb.)—James Parry, County Motors, Tel. Haverfordwest 122. Humber retail dealers.

**HERTFORD**—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 3044. Humber distributors.

**HIGH WYCOMBE** (Bucks.)—Davenport Vernon & Co., Ltd., 51-2 & 34, High St. Tel. 2400 (5 lines). Distributors.

**ISLEWORTH** (Middx.)—B. N. White-Spinner, Ltd., 640-652, London Rd. Isleworth 2552/2554/2151. Main dealers.

**KINGSTON-UPON-THAMES**—H. Taylor & Co., 135-7, London Rd. Kingston 1263. Humber main dealers.

**LEICESTER**—E. W. Campion & Sons, Ltd., 45, Braunstone Gate. Tel. Leicester 22945. Humber retail dealers.

**LIVERPOOL**—H. Woodward & Son, Ltd., Altcar Works, Formby. Tel. Formby 650. Humber retail dealers.

**LONDON** W.3.—Metropolitan Motors, 192-196, Horn Lane, Acton. Tel. Acton 5064 (4 lines). Retail dealers.

**LONDON** W.6.—Normand, Ltd., 405, King St., Hammer-smith. Tel. Riverside 5665/6. Humber retail dealers.

**LONDON** N.W.1.—Blue Star Garage, 128A, Camden Rd. Tel. Gulliver 5028. Humber retail dealers.

**LONDON** N.W.4.—Hendon Central Garage, Ltd., Watford Way, Hendon Central. Tel. Hendon 8084/5. Retail dealers.

**LONDON** E.4.—Reliance Motors (Chingford) Ltd., 1, Hall Lane, Chingford. Tel. Silverthorne 1620/1. Main dealers.

**LONDON** E.8.—Leigh & Butfield, Ltd., 24, London Lane. Tel. Amherst 6116. Stocking dealers.

**LONDON** S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Humber retail dealers.

**LONDON** S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Distributors.

**LONDON** S.W.3.—J. Coryton Ltd., 159-149, Fulham Rd. Tel. Kensington 1410. Humber retailers.

**LONDON** S.W.6.—London & Counties Motor Mart Ltd., 79-91, New King's Rd. Tel. Renown 1183. Retail dealers.

**LONDON** S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3533. Retail dealers.

**LONDON** S.W.12.—Nightingale Engg. Co., Ltd., Western Lane, Nightingale Lane. Tel. Battersea 2193. Retail dealers.

# THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## HUMBER—Continued

**MAIDENHEAD**.—R. S. Mead (Sales), Ltd., 42, Queen St. Maidenhead 3431/2. Humber main dealers.

**MAIDENHEAD**.—Sawford Garage, Braywick, Tel. Maidenhead 724. Humber retail dealers.

**MANCHESTER** 13.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Ardwick 1343/4. Retail dealers.

**NEWCASTLE-ON-TYNE**.—The Minorities Garages, Ltd., Jesmond Rd. Tel. Jesmond 2000. Humber distributors.

**NORTHAMPTON**.—Arthur Mulliner, Ltd., Bridge St. Tel. 907. Humber distributors.

**PETERBOROUGH**.—Clarke Bros. Services, Ltd., Crawthorne Garages, Tel. Peterborough 3556. Humber distributors.

**PETERSFIELD** (Hants).—E.M.A., Ltd., Ramhill Garage, Ramhill, Tel. Petersfield 185. Humber distributors.

**PETTS WOOD** (Kent).—Dunstonian Garage, Station Garage, Tel. Orpington 689. Humber main dealers.

**ROCHDALE** (Lancs).—I. C. Hillier, Ltd., Oldham Rd. Tel. Rochdale 3151. Humber main dealers.

**ROMSEY**.—B. A. Rolfe & Sons, Ltd., Tel. Romsey 5195/5186/5187. Humber main dealers.

**SOUTH KENSINGTON**, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

**SOUTH SHIELDS**.—Town Hall Garage, Showrooms, Charlotte Terr., Tel. 57 & 58. Humber dealers.

**SOUTHSEA** (Hants).—E.M.A., Ltd., Tudor House, Grove Road South, Tel. Portsmouth 2169. Humber distributors.

**STAINES BRIDGE** (Middlesex).—Dobsons (Staines), Ltd., Tel. Staines 801. Humber area dealers.

**STOCKTON-ON-TEES**.—Wiggins Garage, Ltd., Norton Rd. Tel. 5537. Humber dealers.

**STOKE-ON-TRENT**.—Bailey's Garage, Ltd., Leek Rd., Hanley, Tel. Stoke-on-Trent 29671/2. Retail dealers.

**STOURBRIDGE** (Worcs).—Halesowen Motor Works, Ltd., Llywenn High St., Tel. Stourbridge 57655. Humber area dealers.

**TRURO** (Cornwall).—The Trafalgar Garage, Ltd., Trafalgar Sq. Tel. 2461. Humber distributors.

**WALLINGTON** (Surrey).—McKinnon Motors, Ltd., Langham House, 5, Stafford Rd., Tel. Wallington 5404. Main dealers.

**WARRINGTON**.—Percy Duckworth, Ltd., 44-48, Winwick St. Tel. Warrington 5636/7. Humber main dealers.

**WESTCLIFF-ON-SEA**.—Chalkwell Motor Co., Ltd., 684-686, London Rd., Tel. Leigh-on-Sea 78247. Retail dealers.

**WEYBRIDGE** (Surrey).—R. J. Shanks & Co., Ltd., Baker St. Weybridge 117 & 1534. Area dealers.

**WIGAN** (Lancs).—E. & S. Motors (Wigan), Ltd., Central Garages, Crompton St. Tel. 2281/2. Humber retail dealers.

**WINCHESTER**.—Will Short, Ltd., 2-4, St. Cross Rd., Tel. 2598. Humber distributors.

**WINDSOR**.—Martins Garages, 103, St. Leonards Rd., Tel. Windsor 349. Humber distributors.

**WINSFORD** (Cheshire).—Dickinson Bros., High St., Tel. Winsford 2241/2. Humber main dealers.

**WORKING** (Surrey).—L. F. Dove, Ltd., White Rose Lane, Tel. Woking 1282. Humber main dealers.

**WORKINGHAM** (Berks).—The Workingham Motor Co. (1953), Ltd., Finchampstead Rd., Tel. Workingham 380. Retail dealers.

**YORK**.—Lister & Edmond, Ltd., The Mount & Holgate Rd. Tel. York 5048. Humber distributors.

## JAGUAR

**BADFORD**.—Murkett Bros., Ltd., 3, High St. Tel. 66322. Jaguar main agents.

**BEXLEYHEATH**.—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway, Tel. 1666. Jaguar area dealer.

**BLACKWOOD** (Mon).—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/66. Jaguar main dealers.

**BRENTFORD** (Middx).—Leonard Williams & Co. (1940), Ltd., Packard Bldgs., Ot West Rd. Ealing 3400 (7 lines). Official retailers.

**BRIDGOWATER** (Som).—Gumbrell's Motors, Ltd., Monmouth St. Tel. Bridgwater 3051/2. Jaguar area dealers.

**BRISTOL** 1.—Western Motors (Bristol), Ltd., Park Row, Tel. Bristol 26304. Jaguar area dealers.

**CATERHAM** (Surrey).—Layham's Engineering Co., 379-393, Crocyon Rd. Tel. Caterham 2394. Jaguar stocking agents.

**CHATHAM**.—Russell's Garages, Ltd., Medway St. Tel. Chatham 5683 (3 lines). Jaguar area dealers.

**CROYDON** (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Humber area dealer.

**EPBOM** (Surrey).—Page Motors, Ltd., 70, High St. Tel. Epson 9891/2/3. Jaguar area dealers.

**GUILDFORD**.—Combs & Sons (Guildford), Ltd., Portsmouth Rd. Tel. 62907 (5 lines). Jaguar main agents.

**HAMPSTEAD**, N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Jaguar retail dealers.

**HARROW** (Middx).—Blue Star Garage, Alexandra Ave., Rayners Lane, Tel. Pinner 3854. Jaguar area dealers.

**HITCHIN** (Herts).—Ralph E. Sanders & Sons, Ltd. Tel. 691. Jaguar main agents.

## JAGUAR—Continued

**HUDDERSFIELD**.—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3311/2/3. Jaguar main dealer.

**LEICESTER**.—Walter E. Sturgess & Sons, Ltd., Braunstone Gate, Tel. Leicester 22047/8/9. Jaguar distributors.

**LONDON**, E.G.—Traynor Motors, Ltd., 133-5, High St. South, East Ham, Grangewood 2530. Jaguar dealers.

**LONDON**, S.E.13.—J. E. Bird Automobiles, Ltd., 118-120, High Rd. Lee Green 1072. Jaguar main dealers.

**LONDON**, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney, Tel. 4581 (5 lines). Retail dealers.

**LONDON**, S.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimoleton Park Rd., Putney 4577. Retail dealers.

**MANFIELD** (Notts).—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Jaguar main dealers.

**PRESTON** (Lancs).—Jaguar House, Blackpool Rd. Tel. Preston 86261. Jaguar distributors.

**SOUTH KENSINGTON**, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

**ST ALBANS** (Herts).—W. M. Couper, Ltd., Catherine St. Tel. 4543. Jaguar main agents.

**VIRGINIA WATER** (Surrey).—Gavin Fairfax, Ltd., Wentworth Services Garage, Tel. Wentworth 3154. Jaguar main agents.

**WEMBLEY** (Middx).—Wembley Court Motors, High Rd., Tel. Wembley 8787. Jaguar main dealers.

**WIGAN** (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Jaguar dealers.

**YORK**.—Mickleage Motor Co., Ltd., Mickleage Bar (within), Tel. 2398. Jaguar main dealers.

## JOWETT

**BARNET** (Herts).—Odeon Motors, Ltd., Ot. North Rd. Tel. Barnet 4100. Jowett main dealers.

**BECKENHAM** (Kent).—Cooter & Green, Eden Park Gar., 485, Upper Elmiers End Rd. Beckenham 2565. Area dealers.

**BEXLEYHEATH**.—Milestones (Service Garages), Ltd., 308, Erith Rd. Erith 2469/2629. Area dealers North West Kent.

**BIRMINGHAM** 18.—Frank Moseley (A. S. & S.), Ltd., Steward St., Spring Hill, Tel. Edg. 0916. Area dealers.

**BLETCHLEY**.—E. Vaughan, 10-14, Aylesbury St. Tel. Bletchley 166. Jowett main dealers.

**BRADFORD**.—Grosvenor Garage (Bfd), Ltd., Manningham, Tel. Bradford 23081. Jowett distributors.

**CHATHAM**.—Russell's Garages, Ltd., Medway St. Tel. Chatham 5683 (3 lines). Jowett distributors.

**CROYDON** (Surrey).—Godfrey's, Ltd., 228, London Rd. Tel. Croydon 5641. Jowett area dealers.

**DERBY**.—Langford's Garage, Ashbourne Rd. Tel. Derby 47507. Jowett agents.

**GUILDFORD** (Surrey).—Clarke's of Pirbright, Guildford Rd., Pirbright, Tel. Brookwood 2201/2. Jowett distributors.

**HARROW** (Middx).—Bunting's Motor Exchange (Harrow), Ltd., Mr. Granada, Bonnersfield Lane, Harrow 6225/6. Area dealers.

**HORLEY** (Surrey).—F. Fairman & Sons, Ltd., Victoria Rd., Tel. 17. Jowett distributors East Surrey and Sussex borders.

**IPSWICH**.—McNamara Motors, Ltd., 116, St. Helen's St. Tel. Ipswich 3775/6. Jowett distributors.

**KINGSTON-ON-THAMES** (Surrey).—O. W. Wilkin, Ltd., 26, London Rd. Tel. Kingston 2241. Jowett distributors.

**LONDON**, W.1.—M. M. Bentley & Partners, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Retail dealers.

**LONDON**, W.1.—Godfrey's, Ltd., 208, Great Portland St. Tel. Euston 4632. Jowett retail dealers.

**LONDON**, N.W.11.—Gordon Cars (London), Ltd., 7-9, Russell Parade, Golders Green, Speedwell 9761. Jowett distributors.

**LONDON**, N.17.—The Red Circle, Ltd., Eastern Arm, Ot. Cambridge Rd., Tottenham, Tottenham 1906 & 7553. Area dealers.

**LONDON**, E.11.—Godfrey's, Ltd., Bushwood Corner, Leytonstone, Tel. Wanstead 2435. Jowett area dealers.

**LONDON**, S.W.3.—Tankard & Smith (Chelsea), Ltd., 194-198, Kings Rd. Tel. Fla. 4801/3. Area dealers.

**NEWQUAY** (Cornwall).—The Clock Garage (Cornwall), Ltd., Summercourt, Tel. Mitchell 252. Jowett retail dealer.

**NORTHWOOD** (Middlesex).—Colliver-Fisher, Ltd., Station Parade, Tel. Northwood 777. Jowett retail dealers.

**PRESTON** (Lancs).—Parish's Motor Exchange, 52-62, Corporation St. Tel. 4115. Jowett main dealers.

**SHEFFIELD** 1.—J. Glider & Co., Ltd., 16, Cambridge St. Tel. 26358/9. Jowett distributors.

**SOUTH KENSINGTON** (London), S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

**SOUTHSEA**, Portsmouth.—J. Goulter & Son, Ltd., 18, Grove Rd. South, Tel. Portsmouth 4045. Distributors.

**TEDDINGTON** (Middx).—"A.V." Motors, Ltd., 5-13, Park Rd. Tel. Kingston 0710 & 8613. Area dealers.

**WORKING** (Surrey).—Clarke's of Pirbright, Guildford Rd., Pirbright, Tel. Brookwood 2201/2. Jowett distributors.

## KAISER-FRAZER

**GLASGOW** C.4.—St. George's Motors (Glasgow), Ltd., 128, New City Rd. Douglas 2744. Kaiser Fraser distributors.

## LAGONDA

**BRADFORD**.—Charles Sidney, Ltd., 39, Westgate, Tel. Bradford 22894. Lagonda distributors.

**CATERHAM HILL** (Surrey).—Anthony Crook Motors, Ltd., Caterham 2232/3.

**LEEDS** 7 (Yorks).—Brown & Whites (Leeds), Ltd., Roundhay Rd. Tel. 45405. Lagonda main agents.

**SOUTH KENSINGTON** (London), S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Main agents.

**SWANSEA** (Glam).—Arthur Passet, Ltd., Greenfield St. Tel. Swansea 55132/3. Lagonda area dealers.

**THAMES DITTON** (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Tel. Emmerbrook 5551. Lagonda official retailers.

## LANCHESTER

**BRADFORD**.—Charles Sidney, Ltd., 39, Westgate, Tel. Bradford 22894. Lanchester main agents.

**BRIDGWATER**.—W. E. Challice, Ltd., Cannington, Tel. Combeich 228. Lanchester main agents.

**DORKING** (Surrey).—Dorking Motor Co., Ltd., Reigate Rd., Tel. Dorking 2256 (5 lines). Lanchester distributors.

**LONDON**, W.1.—Stratstones, Ltd., 40, Berkeley St. Tel. Mayfair 4404. Lanchester distributors.

**LONDON**, S.W.8.—Gee Cars, Ltd., 60-62, Queens-town Rd. Tel. Macaulay 3365/4. Lanchester retail dealers.

**LONDON**, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gdns., Brixton, Tel. Brixton 4011. Retail dealers.

**MANSFIELD** (Notts).—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Lanchester main dealers.

**SHEFFIELD** 1.—Central Motors (Sheffield), Ltd., 3, Bailey Lane, Tel. Sheffield 22898 & 22625. Main dealers.

**ST ALBANS** (Herts).—Mariboro Motors (St. Albans), Ltd., 100-102, London Rd. St. Albans 1590. Distributors.

**THAMES DITTON** (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Tel. Emmerbrook 5551. Lanchester official retailers.

**TUNBRIDGE WELLS**.—G. Stevenson (Kent & Sussex), Ltd., 12, London Rd. Tun. Wells 1425. Lanchester distributors.

**YORK**.—Mickleage Motor Co., Ltd., Mickleage Bar (within), Tel. 2398. Lanchester area dealers.

## LINCOLN

**BIRMINGHAM** 5.—Bristol Street Motors, Ltd., 164-182, Bristol St. Tel. Midland 5861/4. Lincoln main dealers.

## MERCEDES-BENZ

**BRADFORD**.—Charles Sidney, Ltd., 39, Westgate, Tel. Bradford 22894. Mercedes-Benz distributors.

**CHESTER**.—Godfrey Houghton, Ltd., 39, City Rd. Tel. 24818. Mercedes-Benz main dealers.

**EDINBURGH** 3.—Inalls Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Mercedes-Benz distributors for Scotland.

**GLASGOW** C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Tel. Douglas 7598. Mercedes-Benz main agents.

**LONDON**, S.W.1.—Mercedes-Benz (Great Britain), Ltd., 111, Grosvenor Rd. Victoria 6715/6. Sole concessionaires.

## MERCURY

**BIRMINGHAM** 5.—Bristol Street Motors, Ltd., 164-182, Bristol St. Tel. Midland 5861/4. Mercury main dealers.

## M.G.

**ABERDEEN**.—Town & County Motor Garage, Ltd., 19, Justice Mill Lane, Tel. Aberdeen 22388. Distributors.

**BLACKWOOD** (Mon).—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/66. M.G. main dealers.

**BRADFORD**.—Turf Motors of Frizinghall, Ltd., Tel. Bradford 41397 (4 lines). M.G. distributors.

**CHESTER**.—J. Blake & Co., Ltd., 150, Foregate St. Tel. Chester 2258/9. M.G. distributor.

**CHRISTCHURCH** (Hants).—Gibson's Sports Cars (Christchurch), Ltd., Lymhurst Rd. Tel. 1861. M.G. stockist dealers.

**COLNE**, Lancs.—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 404/5. M.G. distributors.

**COLWYN BAY** (N. Wales).—Braid Bros., Ltd., Victoria Works, Conway Rd. Tel. Sales 2264. Service 2281. Distributor.

**CRAWLEY** (Sussex).—Boxall & Collins, Ltd., Victoria Garage, Tel. Crawley 453. M.G. main dealers.

**CROYDON** (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). M.G. retail dealer.

**DARTFORD** (Kent).—John C. Beadle, Ltd., Spital St. Tel. 3067 (5 lines). M.G. retail dealers.

**DORKING** (Surrey).—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256 (5 lines). M.G. dealers.

**EPBOM** (Surrey).—H. F. Edwards & Co., Ltd., 28, 30, Upper High St. Tel. Epson 9400. Retail dealers.

**EDINBURGH** 3.—Inalls Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. M.G. retail dealers.

# THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## M.G.—Continued

**GLASGOW**, C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Tel. Douglas 7598. M.G. retail dealers.

**HAMPSTEAD**, N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. M.G. retail dealers.

**HUDDERSFIELD**—Newton of Huddersfield Viaduct St. Tel. Huddersfield 3311/2/3. M.G. retail dealer.

**LONDON**, W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Gro. 2563. Retail dealers.

**LONDON**, W.6.—Rogers Garage, 12, Wellesley Ave., Paddenswick Rd., Hammersmith. Tel. Riverside 2644/5. Retail dealers.

**LONDON**, E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate. Grangewood 3464. M.G. dealers.

**LONDON**, S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Trafalgar 7311 (3 lines). M.G. retail dealer.

**LONDON**, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Liberty 8221/8. Retail dealers.

**MANCHESTER**, 19.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. M.G. retail dealers.

**SIDCUP** (Kent).—Crips Brothers Automobile Engineers, Ltd., Main Rd. Tel. Footscray 5066. M.G. retail dealers.

**SLOUGH** (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. 24181/2. Official Nuffield retail dealers.

**SMETHWICK** (Staffs).—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1158/9. M.G. retail dealers.

**SWANSEA** (Glam).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55132/3. M.G. retail dealers.

**YORK**—Micklegate Motor Co., Ltd., Micklegate Bar (Within). Tel. York 2388. M.G. distributors.

## MORGAN

**LONDON**, W.1.—Basil Roy Ltd., 161, Great Portland St. Tel. Langham 7753. Morgan distributors.

**LONDON**, N.2.—Motorgists (London), Ltd., East Finchley Station. Tel. Tudor 2301/2. Morgan Plus 4 distributors.

**LONDON**, S.W.3.—J. Coryton Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Morgan distributors.

**MAVERN** (Worce).—Bowman & Acock, Ltd., Pickenhugh Garage, Worcester Rd. Tel. Mavern 262. Morgan distributors.

**NORWICH**—John L. Pointer, The Garage, Aylsham Rd. Tel. Norwich 20054. Morgan distributors.

## MORRIS

**ALRESFORD** (Hants).—Hankin's Ltd. Tel. Alresford 28. Morris retail dealers.

**ASHFORD** (Middx).—Herd's Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2084 & 3906. Dealers.

**BANBURY** (Oxon).—The County Garages, The Cross, Tel. Banbury 2458. Morris retail dealers.

**BANSTEAD** (Surrey).—Prospect Garage (Banstead), Ltd., Brighton Rd. Tel. Burgh Heath 2202/5. Morris retail dealers.

**BEDFORD**—George Langley, Ltd., Morris House, Bromham Rd. Tel. 66221. Morris distributors.

**BICESTER** (Oxon).—Laytons Garage, London Rd. Tel. Bicester 55. Morris dealers.

**BLACKWOOD** (Mon).—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/6. Morris main dealers.

**BLAKENEY** (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd. Tel. Cley 329. Morris retail dealers.

**BLETCHLEY** (Bucks).—Winslow Motor & Eng'g Works, High St., Winslow. Tel. Winslow 51. Retail dealers.

**BOURNEMOUTH**—Auto Service Garage (Bournemouth), Ltd., 35/37, R. L. Stevenson Ave., Westbourne 6344. Morris retail dealer.

**BRADFORD** (Yorks).—Eric S. Myers, Ltd., 52-62, P. Mannington Lane, Bradford 25591 (4 lines). Morris sole distributors.

**BRIDGWATER** (Somerset).—Real Mediant & Wile, Ltd., Tel. 2639. Morris area dealers.

**BROOKWOOD**, Surrey.—The Connaught Garage & Motor Works (Brookwood), Ltd., Cross Roads, Brookwood 3284. Dealers.

**CATERHAM** (Surrey).—Layham's Engineering Co., 379-383, Croydon Rd. Tel. Caterham 2584. Morris stocking agents.

**CATERHAM** (Surrey).—E. C. Steele 119-125, Croydon Rd. Tel. Caterham 615. Morris retail dealers.

**CHATHAM** (Kent).—Short Street Garage, Luton Rd. Tel. Chatham 2042. Morris retail dealers.

**COOKHAM** (Berks).—Barnside Motors, Ltd., High St. Tel. Bourne End 129. Morris main agents.

**COSHAM** (Hants).—Southern Garages (Cosham), Ltd., 111, Havant Rd. Tel. Cosham 7644. Morris retail dealers.

**COULSDON** (Surrey).—Star Lane Garage, Brighton Rd. Tel. Downland 237. Morris dealers.

**CRAWLEY** (Sussex).—Boxall & Collins, Ltd., Victoria Garage, Tel. Crawley 455. Morris main dealers.

**CROYDON** (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Morris retail dealers.

**CROYDON**—C. W. J. Coles (Croydon), Ltd., Blunt Rd. Tel. Croydon 0074/5. Morris retail dealers.

**DAGENHAM** (Essex).—Crown Garage Dagenham, Ltd., Rainham Road South, Rainham 623 & 5771. Retail dealer.

## MORRIS—Continued

**DARTFORD** (Kent).—John C. Beadle, Ltd., Spital St. Tel. 3067 (3 lines). Morris distributors.

**DENHAM** (Bucks).—Denham Service Station, Ltd., Tel. Denham 2266. Morris agents.

**DORKING** (Surrey).—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256 (3 lines). Morris dealers.

**DOVER**—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave. & 1, Polesstone Rd. Tel. 129 & 41. Main dealers.

**EDGBASTON**—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd. Edg. 2921 (3 lines). Works:—Parker St. Retail dealers.

**EDINBURGH**, 3.—Ingis Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Morris retail dealers.

**ENFIELD**—D. J. Shepherd & Co., Ltd., 353-6, Hertford Rd. Tel. Howard 1631. Morris dealers.

**ENFIELD** (Middx).—L. A. & A. C. Wyman, Ltd., Central Garage, 126-152, Chase Side Enfield 2992. Retail dealers.

**EPSOM** (Surrey).—The Woodrope Motor Co., Ltd., Church St. Tel. Epsom 1254 (5 lines). Morris distributors.

**ESHER**—E.F.S. Motors, Ltd., Kingston By-Pass Rd., Tel. Emmerbrook 5000. Morris retail dealer.

**GLASGOW**, C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Tel. Douglas 7598. Morris retail dealers.

**HAMPSTEAD**, N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Morris retail dealers.

**HAROLD PARK** (Essex).—McGills (Harold Park), Ltd., Colchester Rd. Tel. Ingrebourne 79. Morris agents.

**HARROW** (Middx).—Blue Star Garage, Alexandra Rd. Tel. Rayners Lane. Tel. Pinner 3854. Morris retail dealers.

**HOLLAND-ON-SEA** (Essex).—Holland-on-Sea Motors, Ltd., Main Rd. Tel. Holland-on-Sea 2205. Dealers.

**HUDDERSFIELD**—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3311/2/3. Morris retail dealer.

**KESTON** (Kent).—White House Garage, Keston Mark, Tel. Farnborough 545. Morris agents.

**KESWICK** (Cumbria).—Kewick Motor Co., Penrith Rd. Tel. 64. Morris dealers.

**KINGSTON-ON-THAMES**.—Lancaster Engineering Co., Ltd., 39-45, Eden St. Tel. Kin. 5151/4. Morris retail dealers.

**KINGSTON-ON-THAMES** (Surrey).—G. W. Wilkin, Ltd., 26 London Rd. Tel. Kingston 2241. Morris dealers.

**LAMBERTHURST** (Kent).—F. J. Avars & Co., High St. Street Garage. Tel. Lambethurst 217. Morris retail dealer.

**LITTLEPORT** (Cambs).—Audley Garage. Tel. Littleport 226. Morris area dealers.

**LIVERPOOL**, 8.—F. Meiling & Sons, Ltd., Northumberland St. Tel. Royal 5828. Morris retail dealers.

**LONDON**, W.1.—R. Hardy & Son, 50, Marylebone High St. Tel. Welbeck 1101/3. Retail dealers.

**LONDON**, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane. Tel. Mayfair 0402/5. Retail dealers.

**LONDON**, W.1.—Herbert & Mills, Ltd., 75, Great Portland St. Tel. Langham 5506/1. Retail dealers.

**LONDON**, W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Gro. 2563. Retail dealers.

**LONDON**, W.1.—E. L. Mendel, Ltd., 85, Great Portland St. Tel. Langham 2261. Morris retail dealers.

**LONDON**, W.1.—Basil Roy Ltd., 161, Great Portland St. Tel. Langham 7753. Morris retail dealers.

**LONDON**, W.1.—Stewart & Airden, Ltd., Morris House Berkeley Sq. Tel. Mayfair 7680. Morris distributors.

**LONDON**, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Tel. Bayswater 0065/6. Retail dealers.

**LONDON**, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 5075. Retail dealers.

**LONDON**, W.3.—Acton Garage, 229, High St., Acton. Tel. Acton 1806. Morris dealer.

**LONDON**, W.3.—Whitby of Acton, 275, The Vale, Acton Tel. Shepherds Bush 5555. Morris dealers.

**LONDON**, W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing. Tel. Eal. 4727/9. Morris dealers.

**LONDON**, W.6.—Rogers Garage, 12, Wellesley Ave., Paddenswick Rd., Hammersmith. Tel. Riverside 2644/5. Retail dealers.

**LONDON**, N.W.3.—Blue Star Garage, 617, Finchley Rd. Tel. Hampstead 2254. Morris retail dealers.

**LONDON**, N.W.4.—Brent Cross Garage, Hendon Way, Hendon Tel. Speedwell 1196. Morris retail dealers.

**LONDON**, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon. 1145/6 & 1181/2. Retail dealer.

**LONDON**, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6134 & 4465. Retail dealers.

**LONDON**, N.1.—Blue Star Garage, Caledonian Rd., Islington. Tel. Isr. 6991. Morris retail dealers.

**LONDON**, N.2.—Eyre, Venables & Eyre, Ltd., Portia Green. Tel. Tudor 2291/3. Morris retail dealers.

**LONDON**, N.12.—Walter Mortlock, 912-920, High Rd., North Finchley. Tel. Hildside 0890. Morris dealers.

**LONDON**, N.17.—The Red Circle, Ltd., Eastern Arm, Gt. Cambridge Rd., Tottenham Tottenham 1908/753. Retail dealers.

## MORRIS—Continued

**LONDON**, N.21.—Winchmore Hill Garage, Ltd., 804-8, Green Lanes. Tel. Laburnum 5961. Morris retail dealers.

**LONDON**, E.6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Tel. Grangewood 2533. Dealers.

**LONDON**, E.6.—Traynor Motors, Ltd., 133-5, High St., South, East Ham. Grangewood 2550. Morris stockists dealers.

**LONDON**, E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate Tel. Grangewood 3464. Morris dealers.

**LONDON**, E.11.—A. W. Story (Motors), Ltd., 663, High Rd., Leytonstone. Tel. 6671/2. Morris stockists dealers.

**LONDON**, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Tel. Hop 2562. Morris retail dealers.

**LONDON**, S.E.5.—Bloomfield's Cars (Camberwell), Ltd., 32-110, Camberwell Rd. Tel. Rodney 3021/5259. Retail dealers.

**LONDON**, S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village, Tel. Gipsy Hill 0083. Retail dealers.

**LONDON**, S.E.25.—Titjen & Hillier, Ltd., 100, Woodvale Forest Hill. Tel. For. 2452. Retail dealers.

**LONDON**, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2067/8/9. Morris retail dealers.

**LONDON**, S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Trafalgar 7311 (3 lines). Morris retail dealer.

**LONDON**, S.W.3.—J. Coryton Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Morris retailers.

**LONDON**, S.W.3.—Tankard & Smith (Chelsea), Ltd., 194-198, Kings Rd. Tel. Pla. 4801/3. Retail dealers.

**LONDON**, S.W.7.—Pawson & Collins, Ltd., Queen's Gate Works, Jay's Mews, Kensington Gore. Kensington 6282. Dealers.

**LONDON**, S.W.8.—Gee Cars, Ltd., 60-62, Queens-town Rd. Tel. Macaulay 5563/4. Morris retail dealers.

**LONDON**, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gdns., Brixton. Tel. Brixton 4011. Retail dealers.

**LONDON**, S.W.12.—H.W.H. Engineering Co., Ltd., Beechome Garage, 59, Nightingale Lane, Bat. 4051. Retail dealers.

**LONDON**, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (5 lines). Retail dealers.

**LONDON**, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Tel. Balham 6666. Stocking dealer.

**LONDON**, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Liberty 8221/8. Retail dealers.

**LONDON**, S.W.19.—Coles Garages, Worpole Rd., Wimbledon Tel. Wimbledon 0195/6. Morris retail dealers.

**LONDON**, S.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimbledon Park Rd. Putney 4577. Retail dealers.

**L'WESTOFT**—P. W. Watson & Sons, Ltd., 128, St. Peter's St. Tel. 653/684. Morris area dealers.

**MANCHESTER**, 19.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Morris retail dealers.

**MARNHULL** (Dorset).—Lewis's Garage. Tel. Marnhull 139. Morris dealers.

**NEWCASTLE** (Staffs).—Henry Farr & Son, Ltd., Tel. Newcastle 67521/2. Morris agents.

**CRIPINGTON** (Kent).—Burton & Deakin, Ltd. Tel. 7622 (5 lines). Morris agents.

**PETERS HUR** (Middx).—Blue Star Garage, High St. Tel. Potters Bar 3205. Morris retail dealers.

**RETFORD** (Notts).—A. H. Turner, Ltd., Markham Moor. Tel. Tuxford 215. Morris area dealers.

**RICHMOND** (Surrey).—The Black Horse Garage & Works, Ltd., 174-6, Sleen Rd. Richmond 4822/3. Retail dealers.

**POCHDALE**—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Morris retail dealers.

**ROYTON** (Herts).—Logsdon's Garage, Ltd. Tel. Royton 2231/2. Morris retail dealers.

**SIDCUP** (Kent).—Crips Brothers Automobile Engineers, Ltd., Main Rd. Tel. Footscray 5066. Morris retail dealers.

**SILCHESTER** (Nr. Reading).—Lovegrove & Lovegrove, Ltd. Tel. Silchester 208. Morris stockists.

**SLOUGH** (Bucks).—Hartwell's Motors (Slough), Ltd., Bath Rd. Tel. Burnham 400. Morris retail dealer.

**SLOUGH** (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. 24181/2. Official Nuffield retail dealers.

**SMETHWICK** (Staffs).—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1158/9. Morris retail dealers.

**SOUTH NORWOOD**—David Kennedy (Engineers), Ltd., 215-5, Belhurst Rd. Tel. Livingstone 1035. Morris retail dealers.

**STAINES BRIDGE** (Middlesex).—Dobsons (Staines), Ltd. Tel. Staines 801. Morris area dealers.

**ST. ALBANS**—Tilley & Moores Ltd., London Rd. Tel. St. Albans 159. Morris retail dealers.

**STOCKBRIDGE** (Hants).—E. C. Finning & Sons, Grosvenor Garage Tel. Stockbridge 11. Morris retail dealers.

**STORRINGTON** (Sussex).—Stocker's Garage, The Square Tel. Storrington 12. Morris stockists.

**SWANSEA** (Glam).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55132/3. Morris retail dealer.



# THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## MORRIS—Continued

**TRETFOED** (Norfolk)—W. & G. Lambert, Ltd., Castle St. & Norwich Rd. Tel. 2217. Morris dealers.

**TOLWORTH** (Surrey)—Blue Star Garage, The Broadway, Tel. Kimbridge 0049. Morris retail dealers.

**TURRO** (Cornwall)—H. T. P. Motors, Ltd. Tel. Truro 2541/2/3. Morris distributors.

**TUNBRIDGE WELLS** (Kent)—The St. John's Motor Co., Ltd., 62-64, St. Johns Rd. Tel. 20619. Stockist dealers.

**TWICKENHAM** (Middlesex)—Spinks (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1055. Morris retail dealers.

**WIGAN** (Lancs)—H. H. Timberlake, Ltd., Library St. Tel. Wigan 5451. Morris dealers.

**YORK**—Micklelegate Motor Co., Ltd., Micklelegate Bar (Within) Tel. 2588. Morris retail dealers.

## NASH

**LONDON, N.W.1**—Nash Concessionaires, Ltd., Nash St., Albany St. Tel. Euston 5558/9. Nash concessionaires.

## OLDSMOBILE

**EDINBURGH** 5—Ingilby Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Oldsmobile main agents.

**LONDON, W.1**—Lex Garages, Ltd., 2, Lexington St. Tel. Garrard 8900. Oldsmobile distributors.

**MANCHESTER** 19—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Oldsmobile retail dealers.

## PACKARD

**BRADFORD**—Charles Sidney, Ltd., 59, Westgate, Tel. Bradford 22094. Packard distributors.

**BRENTFORD** (Middlesex)—Leonard Williams & Co. (1940), Ltd., Packard Edges, Gt. West Rd., Ealing 5400 (7 lines). Sole concessionaires.

## PEGASO

**SOUTH KENSINGTON, LONDON, S.W.1**—Harold Radford & Co., Ltd., Milton Court, Ken. 6642. Sole concessionaires.

## PEUGEOT

**BELFAST**—Wilson & Leaper, Ltd., 35-43, Bridge End, Tel. Belfast 57094. Peugeot distributors.

**BRISTOL** 8—Berkeley Motors, Ltd., Berkeley Sq. Tel. Bristol 22514. Peugeot distributors.

**CHELTHAM**—Metropolitan Motors, Hewlett Rd. Tel. Cheltenham 4596. Peugeot distributors.

**DODGAS** (L.M.I.)—John Shimmis, 26-7, Derby Square, Tel. Douglas 1198. Peugeot distributors.

**FOLKESTONE**—Auto Pilots, Ltd., Folkestone Harbour Tel. Folkestone 4589. Peugeot distributors.

**GLASGOW, S.5**—Arnott Motors, Ltd., Newburgh Works, Newlands, Tel. Glasgow Langside 2720. Peugeot distributors.

**HUDDERSFIELD**—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3511/2/3. Peugeot distributors.

**LONDON, W.1**—Tom Knowles, 19, Brick St. Tel. Mayfair 5585. Peugeot sole concessionaires.

**MANCHESTER**—Grosvenor Garage, Levenshulme, Tel. Manchester Rushmore 2874. Peugeot distributors.

**ROMFORD**—Frederick Harrington, Ltd., 506, London Rd. Tel. Romford 1815. Peugeot distributors.

## PONTIAC

**LONDON, S.W.3**—U.S. Concessionaires, Ltd., 5, Jubilee Place, Chelsea, Tel. Flaxman 7752. Importers and distributors.

## RENAULT

**DENHAM** (Bucks)—Denham Service Station, Ltd. Tel. Denham 2266. Renault distributors.

**HUDDERSFIELD**—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3511/2/3. Renault distributors.

**LEICESTER**—The County Garage & Motor Works (Leicester), Ltd., Aylestone Rd. Tel. Leicester 20247/8. Distributors.

**LONDON, W.5**—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., Acton. Acorn 3224/5. Distributors.

**LONDON, W.14**—Metropolis Garages, Ltd., MacLise Rd. Tel. Shepherd's Bush 5395. Renault distributors.

**LONDON, S.W.7**—Offord & Sons, Ltd., 154, Gloucester Rd. Tel. Freemantle 0051. Renault distributors.

**MANCHESTER** (Notts)—James Windsor & Sons (Manchester), Ltd., Nottingham Rd. Tel. 2401/2. Renault distributors.

**PLYMOUTH**—Walter Williams, Rendle St., Octagon Tel. Plymouth 4829. Renault distributors.

**SOUTHAMPTON**—G. W. Cox & Co., Ltd., Redbridge Causeway, Tel. Totton 2189. Renault distributors.

**SURBITON** (Surrey)—Welham's Renault Sales & Service, 5-7, Surbiton Hill Rd. Tel. Elmbridge 1875.

## RILEY

**ABERDEEN**—Town & County Motor Garage, Ltd., 19, Justice Mill Lane. Tel. Aberdeen 22585. Riley distributors.

**ASHFORD** (Kent)—C. Hayward & Son, 20-46, New St. Tel. Ashford 334. Riley distributors.

**BLACKWOOD** (Mon.)—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/6. Riley main dealers.

**BRADFORD** (Yorks)—Eric B. Myers, Ltd., 52-62, Manningham Lane, Bradford 25591 (2 lines). Riley main dealers.

## RILEY—Continued

**BRIDGWATER**—W. E. Challice, Ltd., Cannington, Rd. Tel. Bath 4190. Riley main agents.

**CHESTER**—J. H. & Co., Ltd., 150, Foregate St. Tel. Chester 22558/9. Riley distributors.

**COLNE** (Lancs)—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 404/5. Riley distributors.

**DARTFORD** (Kent)—John C. Beadle, Ltd. Spital St. Tel. 5067 (5 lines). Riley retail dealers.

**DORKING** (Surrey)—Dorking Motor Co., Ltd., Redgate Rd. Tel. Dorking 2256 (5 lines). Riley dealers.

**GLASGOW, C.5**—James H. Galt, Ltd., 52, Woodlands Rd. Tel. Douglas 7598. Riley retail dealers.

**GRIMSBY**—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5488/9. Riley distributors.

**HUDDERSFIELD**—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3511/2/3. Riley area dealer.

**LIVERPOOL**—J. Blake & Co., Ltd., 110, Bold St. Tel. Royal 6622. Riley distributor.

**LONDON, W.1**—H. M. Bentley & Partners, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Retail dealers.

**LONDON, W.1**—R. Hardy & Son, 50, Marylebone High St. Tel. Welbeck 1101/3. Retail dealers.

**LONDON, W.1**—Edgar Harrison, Ltd., 33, North Row, Park Lane Tel. Mayfair 9402/3. Retail dealers.

**LONDON, W.1**—Kevill Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Gro. 2565. Retail dealers.

**LONDON, W.1**—Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7755. Riley retail dealers.

**LONDON, W.2**—8 Morris & Co., 29-31, Edgware Rd., Marble Arch Paddington 3075. Retail dealers.

**LONDON, W.11**—John B. Truscott, Ltd., 173, Westbourne Grove, Tel. Bayswater 4274. Riley stocking dealers.

**LONDON, N.2**—Motorists (London), Ltd., East Finchley Station, Tel. Tudor 2501/2. Riley agents.

**LONDON, E.7**—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate, Orangewood 3464. Riley dealers.

**LONDON, S.W.1**—James (London), Ltd., 55-56, Pall Mall, Tel. Trafalgar 7511 (5 lines). Riley distributor.

**LONDON, S.W.18**—Naylor & Root, Ltd., 25, East Hill Tel. Battersea 2252. Riley retail dealers.

**LONDON, S.W.19**—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Liberty 8221/8. Retail dealers.

**MANCHESTER** 19—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Riley retail dealers.

**MANCHESTER** (Notts)—James Windsor & Son (Manchester), Ltd., Nottingham Rd. Tel. 2401/2. Riley retail dealers.

**SHREWSBURY**—Gatensbury Bros., Ltd., Clowm Garage Tel. Shrewsbury 6272. Riley distributors.

**SIDCUP** (Kent)—Crisp Brothers Automobile Engineering, Ltd., Main Rd. Tel. Footscray 3066. Riley retail dealers.

**SLOUGH** (Bucks)—Wilcox of Slough, Morris House, Chandos St. Tel. 24181/2. Official Nuffield retail dealers.

**SMETHWICK** (Staffs)—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1158/9. Riley retail dealers.

**SOUTHAMPTON**—H. G. Dobbs, Ltd., Riley House, 117 Lodge Rd. Tel. Southampton 55718. Riley distributors.

**STAINES BRIDGE** (Middlesex)—Dobson (Staines), Ltd., Tel. Staines 801. Riley area dealers.

**ST. ALBANS**—Tilley & Moores, Ltd., London Rd. Tel. St. Albans 199. Riley area dealers.

**SWANSEA** (Glam.)—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 5513/5. Riley distributors.

**TRING** (Herts)—The Market Garage, Brook St. Tel. Tring 2049. Riley area dealers.

**WEMBLEY** (Middlesex)—Montrose Motors, Ltd. Tel. Wembley 2636/4445. Riley distributors.

## ROLLS-ROYCE

**BEDFORD**—Murrett Bros., Ltd., 5, High St. Tel. 66322. Rolls-Royce main agents.

**GRIMSBY**—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5488/9. Rolls-Royce special retailers.

**LONDON, W.1**—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444. Rolls-Royce retail dealers.

**LONDON, W.1**—H. A. Fox & Co., Ltd., 3-5, Burlington Gdns, Regent 7687. Officially appointed retail dealers.

**LONDON, W.1**—Jack Olding & Co., Ltd., Audley House, North Audley St. Mayfair 5242. Retail dealers.

**LONDON, S.W.1**—Paddon Bros., Ltd., 60, Cheval Place, Kensington, Kenalington 3477. Official Rolls-Royce specialists.

**SOUTH KENSINGTON, LONDON, S.W.7**—Harold Radford & Co., Ltd., Milton Court, Kensington 6642. Specialists.

**ST. ALBANS, Herts.**—W. M. Couper, Ltd., Catherine St. Tel. 4543. Rolls-Royce special retailers.

**WEYBRIDGE** (Surrey)—Weybridge Automobiles, Ltd., Queen's Rd. Tel. Weybridge 235. Rolls-Royce special retailers.

**YORK**—Robert B. Massey & Co., Ltd., High St., Market Weighton. Tel. 3115 (5 lines). Special retailers.

## ROVER

**BANBURY** (Oxon)—The County Garages, The Cross, Tel. Banbury 2458. Rover distributors.

**BARKING** (Essex)—Albon's Garage, Ltd., 105-7, Longbridge Rd. Tel. Ripplery 1285 and 0190. Rover sub-dealer.

## ROVER—Continued

**BARNET** (Herts)—Odom Motors, Ltd., Gt. North Rd. Tel. Barnet 4190. Rover main dealers.

**BEDFORD**—Murrett Bros., Ltd., 5, High St. Tel. 66322. Rover main agents.

**BEXHILL-ON-SEA**—F. Dodson, Ltd., Backville Garage, Middlesex Rd. Bexhill-on-Sea 2582/3. Rover distributors.

**BICESTER** (Oxon)—Laytons Garage, London Rd. Tel. Bicester 35. Rover distributors.

**BLACKWOOD** (Mon.)—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/66. Rover main dealers.

**BOURNEMOUTH**—Ewens Motors, Ltd., 7, Lansdowne Rd. Tel. Bournemouth 850. Rover distributors.

**BURY**—Cliff Holden (Motors), Ltd., Millett St. Tel. Bury 294. Rover retail dealers.

**CARMARTHEN**—W. Edwards & Sons (Carmarthen), Ltd., Towy Garage, Tel. Carmarthen 462-3. Distributors.

**CHESTER**—Godfrey Houghton, Ltd., 58, City Rd. Tel. 24818. Rover retail dealers.

**CRAWLEY** (Sussex)—Boxall & Collins, Ltd., Victoria Garage, Tel. Crawley 453. Rover main dealers.

**DORKING** (Surrey)—Dorking Motor Co., Ltd., Redgate Rd. Tel. Dorking 2256 (5 lines). Rover area dealers.

**EAST TWICKENHAM** (Middlesex)—Grand Garages (Richmond), Ltd., Richmond Rd. Tel. Popesgrove 2216. Rover area dealers.

**EDOBASTON**—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd. Edg. 2921 (5 lines). Works: Parker St. Retail dealers.

**EPSON** (Surrey)—Page Motors, Ltd., 70, High St. Tel. Epson 9931/2/3. Rover area dealers.

**GLASGOW, C.4**—James Gibbon (Motors), Ltd., 565, Parliamentary Rd. Tel. Douglas 1013-1014. Rover distributors.

**GRIMSBY**—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5488/9. Rover distributors.

**GUILDFORD**—Combs & Sons (Guildford), Ltd., Portsmouth Rd. Tel. 62907 (5 lines). Rover main dealers.

**HATHIN** (Herts)—Ralph E. Sanders & Sons, Ltd. Tel. 691. Rover main agents.

**KESWICK** (Cumberland)—Kewick Motor Co., Penrith Motor Co., Penrith Rd. Tel. 64. Rover dealers.

**LEICESTER**—Walter E. Sturges & Sons, Ltd., Braunstone Gate, Tel. Leicester 22047/8/9. Rover distributors.

**LIVERPOOL**—J. Blake & Co., Ltd., 110, Bold St. Tel. Royal 6622. Rover main agents.

**LIVERPOOL**—H. Woodward & Son, Ltd., Altcar Works, Formby, Tel. Formby 630. Rover retail dealers.

**LONDON, W.1**—H. M. Bentley & Partners, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Retail dealers.

**LONDON, W.1**—Kevill Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Square, Gro. 2565. Retail dealers.

**LONDON, W.5**—Gordon Lovett, Limited, 45, The Mall, Ealing. Tel. Eal. 4727/9. Rover dealers.

**LONDON, S.W.15**—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (5 lines). Retail dealers.

**LONDON, S.W.19**—Evans (Wimbledon), Ltd., 131, Alexandra Rd., Wimbledon. Tel. Wimbledon 0165. Rover area dealers.

**LONDON, S.W.19**—F. S. Prior & Son, Ltd., 256-262, Wimbledon Park Rd. Putney 4577. Retail dealers.

**MAVERN** (Worcs)—Bowman & Acock, Ltd., Pickersleigh Garage, Worcester Rd. Tel. Mavern 262. Main agents.

**MANCHESTER** 13—Clock Corner Garage (Martin & Thompson & Co. Ltd.), Copper Brook St. Tel. Ardwick 1543/4. Retail dealers.

**MANCHESTER** 19—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Rover retail dealers.

**NEWBURY**—Green & Whincup, Northbrook St. Tel. Newbury 251. Rover distributors.

**NEWCASTLE** (Staffs)—Henry Farr & Son, Ltd. Tel. Newcastle 67521/2. Rover agents.

**PORTSMOUTH** (Hants)—Linnington Bros., Ltd., Swan St. Tel. Portsmouth 74102. Rover distributors.

**READING** (Berks)—T. Baker & Sons, 55 & 57, Friar St. Tel. 3976. Rover distributors.

**ROYSTON** (Herts)—Logsdon's Garage Ltd. Tel. Royston 2281/2. Rover dealers.

**SHREWSBURY**—Vincent Greenhouse (Shrewsbury), Ltd., Greyfriars Motor Works, Tel. Shrewsbury 3051 (5 lines). Rover distributors.

**SOUTH KENSINGTON, LONDON, S.W.7**—Harold Radford & Co., Ltd., Milton Court, Kensington 6642. Retail dealers.

**STAINES BRIDGE** (Middlesex)—Dobson (Staines), Ltd., Tel. Staines 801. Rover area dealers.

**ST. ALBANS** (Herts)—W. M. Couper, Ltd., Catherine St. Tel. 4543. Rover main agents.

**THAMES DITTON** (Surrey)—Guy Salmon (Automobiles) Portsmouth Rd. Tel. Emberbrook 5551. Rover official retailers.

**VIRGINIA WATER** (Surrey)—Gavin Fairfax, Ltd., Wentworth Service Garage, Tel. Wentworth 3154. Rover main agents.

**WEYBRIDGE** (Surrey)—Wood's Garages, Ltd., High St. Tel. Weybridge 217. Rover main dealers.

**WIGAN** (Lancs)—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Rover dealers.

**YORK**—City Garage Co., Blake St. Tel. York 5181/5170. Rover main distributors.



## THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## LAND-ROVER

**BEDFORD**.—Murkett Bros. Ltd., 3, High St. Tel. 66322. Land-Rover main agents.

**BEXHILL-ON-SEA**.—F. Dodson, Ltd., Sackville Garage, Middlesbrough Rd. Bexhill-on-Sea 2562/3. Land-Rover distributors.

**BICESTER** (Oxon).—Laytons Garage London Rd. Tel. Bicester 35. Land-Rover distributors.

**GRIMSBY**.—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5488/9. Land-Rover distributors.

**KESWICK** (Cumberland).—Kewick Motor Co., Penrith Rd. Tel. 64. Land-Rover dealers.

**LEICESTER**.—Walter E. Sturges & Sons, Ltd., Braunstone Gate, Leicester 22047/8/9. Land-Rover distributors.

**READING** (Berks).—T. Baker & Sons, 35 & 37, Friar St. Tel. 3976. Land-Rover distributors.

**ROYSTON** (Herts).—Logsdon's Garage, Ltd., Tel. Royston 22612. Land-Rover dealers.

**SOUTH KENSINGTON**, London, S.W.7. —Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

**THAMES DITTON** (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Tel. Emsaybrook 5551. Land-Rover official retailers.

**WEYBRIDGE** (Surrey).—Wood's Garages, Ltd., High Street. Tel. Weybridge 217. Land-Rover main dealer.

**SINGER**

**AYLESBURY**.—G. E. Lawrence (Motors), Ltd., New St. Garage, Tel. Aylesbury 568. Singer distributors.

**BLACKWOOD**, Mon. —Alfred Chaston, Ltd., Automobile Engineers, Tel. 5165/66. Singer distributors.

**BLAKENEY** (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd. Tel. Cleary 329. Singer area dealers.

**LEICESTER**.—Walter E. Sturges & Sons, Ltd., Braunstone Gate, Tel. Leicester 22047-8-9. Singer distributors.

**LONDON**, N.6. —Gatehouse Motors, Ltd., 1, Hampstead Lane Highbury, Tel. Mou. 4444. Singer retail dealers.

**LONDON**, E.6. —Traynor Motors, Ltd., 135-5, High St. South, East Ham. Grangewood 2550. Singer dealers.

**LONDON**, S.E.5. —Bloomfield's Cars (Camberwell), Ltd., 92-110, Camberwell Rd. Tel. Rodney 3021 & 3259. Retail dealers.

**PRESTON**, Lancs. —Parish's Motor Exchange, 52-62, Corporation St. Tel. 4113. Singer distributors.

**READING** (Berks). —Royal Berks Motor Co., 35-45, Thorn St. Tel. 4639. Berkshire Singer distributors.

**SHEFFIELD**.—G. Batty & Sons, Ltd., Elin St. Tel. 25202/3. Singer distributors.

**SHREWSBURY**.—Gatensbury Bros., Ltd., Column Garage, Tel. Shrewsbury 6272. Singer distributors.

**STOKE-ON-TRENT**.—Bailey's Garage, Ltd., Leek Rd., Hanley, Tel. Stoke-on-Trent 29671/2. Distributors.

**SWANSEA** (Glam). —Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55152/3. Singer distributors.

**TWICKENHAM** (Middx). —Spinks (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1055. Singer main dealers.

**YORK**. —Micklethorpe Motor Co., Ltd., Micklethorpe Bar (Within). Tel. York 2588. Singer distributors.

## STANDARD

**ALRESFORD** (Hants). —Hankin's, Ltd., Tel. Alresford 28. Standard retail dealers.

**AMERSHAM** (Bucks). —Station Garage (Amersham and Chalfont), Ltd., Tel. Amersham 870.

**BALDOCK** (Herts). —Quenby Bros., Ltd., Standard House, Tel. Baldock 32. Standard distributors.

**BARKING** (Essex). —Albon's Garage, Ltd., 105-7, Longbridge Rd., Tel. Rippelway 1285 & 0180. Standard sub-dealer.

**BARKING**. —Barking Garage & Engineering Co., Ltd., Wakering Rd., Rippelway 0555 (5 lines). Standard retail dealers.

**BARNET** (Herts). —Odeon Motors, Ltd., Ot. North Rd. Tel. Barnet 4100. Standard area dealers.

**BASINGSTOKE**. —Tyson & Lewins, Ltd., London Rd. Tel. 71. Standard agent and main dealer.

**BEDFORD** (Middx). —Over Hall Garages, Ltd., Staines Rd. Tel. Ashford 5253. Standard stockists.

**BEXLEYHEATH**. —W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway, Tel. 1666. Standard area dealer.

**BLAKENEY** (Norfolk). —Pye's Garage (Blakeney), Ltd., Morston Rd. Tel. Cleary 229. Standard area dealers.

**BRIGHTON**. —J. Moore's of Brighton (1924), Ltd., Mitre House, 147-8, Western Rd. Tel. 25014. Distributors.

**BURY**. —Cliff Holden (Motors), Ltd., Millett St. Tel. Bury 294. Standard retail dealers.

**CHATHAM**. —Russell's Garages, Ltd., Medway St. Tel. Chatham 5683 (5 lines). Standard area dealers.

**COCKFOSTERS** (Herts). —Broadfield Garage & Engineering Co., Ltd., Standard House, Tel. Barnet 7501. Retail dealers.

**COVENTRY**. —P. Blamire, Queen's Rd. Garage, Tel. Coventry 5424. Standard retail dealers.

**CREW**. —Cookes Garages (Crew), Ltd., 10-14 & 24-36, Nantwich Rd. Tel. 2011. Standard distributors.

**CROYDON**. —Carry Auto Sales, Ltd., Standard House, South End, Tel. Croydon 6082. Standard main distributors.

## STANDARD—Continued

**CROYDON** (Surrey). —Kentish & Thomson, Ltd., 564-566, Wickham Rd., Shirley, Springpark 5477. Retail dealer.

**CROYDON** (Surrey). —Moore's Presto Motor Works, Ltd., Tanworth Rd. Croydon 6004 (6 lines). Standard retail dealer.

**DONCASTER**. —Blue Star Garage, Balby, Tel. Doncaster 53158. Standard retail dealers.

**DORKING** (Surrey). —F. W. Mays & Co., Ltd., 105, South St. Tel. 2244. Standard area dealers.

**EDGBASTON**. —Hunt's (Birmingham), Ltd., 197-199, Hagley Rd., Edg. 2921 (3 lines). Works: Parker St. Retail dealers.

**EDGWARE** (Middx). —Deansbrook Garage, 130, Hale Lane, Tel. Mill Hill 2244. Standard retail dealer.

**EDINBURGH**. —The Colinton Motor Garage (Prop., D. Waddell) Spylaw St., Colinton, Tel. 87526. Agents.

**ENFIELD**. —D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Standard dealers.

**ENFIELD** (Middx). —Walters (Motors), Ltd., 356, High St., Ponders End, Tel. Howard 1646. Standard stockists.

**EPSOM** (Surrey). —H. F. Edwards & Co., Ltd., 28-30, Upper High St. Tel. Epsom 400. Retail dealers.

**EPSOM** (Surrey). —Page Motors, Ltd., 70, High St. Tel. Epsom 9691/2/3. Standard retail dealers.

**ESHER**. —E.F.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emsaybrook 5000. Standard retail dealers.

**EXETER** (Devon). —Lock Brothers, Ladysmith Rd. Tel. Exeter 5990. Standard retail dealers.

**EXETER**. —Pearmore Garages, Ltd., Alphonson Tel. Kennford 381.2. Standard retail dealers.

**FINCHLEY**, N.3. —Cornwall Garage (Finchley), Ltd., Cornwall Avenue, Tel. Finchley 4255. Standard retail dealers.

**FOREST GATE**, E.7. —Drew's Woodgrange Service Stations, Ltd., Romford Rd. Gra. 6601/2. Retail dealers.

**GLASGOW**, C.5. —Macharg, Rennie & Lindsay, Ltd., 28 Berkeley St. Tel. Douglas 6646 7/8. Distributors.

**GUILDFORD** (Surrey). —Puttocks Garage, High St. Tel. 5591. Standard distributors.

**HAMPSTEAD**, N.W.3. —Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Standard retail dealers.

**HARPENDEN** (Herts). —F. Okeberry & Son, Ltd., Southdown Garage, Tel. 119. Standard retail dealers.

**HILLINGDON**. —Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave. Uxbridge 412 & 2296. Retail dealers.

**HINDHEAD** (Surrey). —Hindhead Motor Works, Ltd., Tel. Hindhead 665. Standard area dealers.

**HORSHAM** (Sussex). —Jackson Bros. (Horsham), Ltd., London Rd. Tel. Horsham 1111/3. Standard main dealers.

**HUDDERSFIELD**. —A. G. Boyes & Co., Ltd., East Parade, Tel. Huddersfield 7676. Standard distributors.

**KESTON** (Kent). —White House Garage, Keston Mark, Tel. Parnborough 345. Standard agents.

**KINGSTON-ON-THAMES**. —Lankaster Engineering Co., Ltd., 39-43, Eden St. Tel. Kin 5151/4. Standard distributors.

**LEEDS**, 7 (Yorks). —Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 45405. Standard retail dealers.

**LEICESTER**. —The County Garage & Motor Works (Leicester), Ltd., Aylestone Rd. Leicester 26247/9. Retail dealer.

**LEIGH-ON-SEA** (Essex). —Woodfield Garage, Ltd., 30-42, Woodfield Rd. Tel. Leigh 78120. Standard stockists dealers.

**LIGHTON BUZZARD** (Beds). —St. Christopher's Garages, Ltd. Tel. Leighton Buzzard 3252. Standard agents.

**LINGFIELD** (Surrey). —Plastow Garages, Ltd. Tel. 129. Standard agents.

**LIVERPOOL**, 8. —F. Melling & Sons, Ltd., Northumberland St. Tel. Royal 5628. Standard retail dealers.

**LONDON**, W.1. —Berkeley Square House Garages, Ltd., Berkeley Sq. Tel. Grosvenor 4543. Standard agents.

**LONDON**, W.1. —H. A. Fox & Co., Ltd., 3-5 Burlington Odeon Tel. Regent 7687. Standard retailers.

**LONDON**, W.1. —Hoffmanns of London, Ltd., 17, Berkeley St. Tel. Mayfair 9060. Standard agents.

**LONDON**, W.1. —E. L. Mendel, Ltd., 85, Great Portland St. Tel. Langham 2261. Standard retail dealers.

**LONDON**, W.1. —Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7755. Standard retail dealers.

**LONDON**, W.2. —R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater, Bayswater 0095/6. Retail dealers.

**LONDON**, W.2. —Morris & Co., 29-31, Edgware Rd. Marble Arch, Paddington 5075. Retail dealers.

**LONDON**, W.4. —Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick 0911. Retail dealers.

**LONDON**, W.5. —Gordon Lovett, Ltd., 45, The Mall, Ealing, Tel. Eal. 4727/9. Standard dealers.

**LONDON**, W.8. —Normand, Ltd., 405, King St. Hammer Smith, Tel. Riverside 1665/6. Standard retail dealers.

## STANDARD—Continued

**LONDON**, W.11. —John S. Truscott, Ltd., 173, Westbourne Grove, Tel. Bayswater 4274. Standard stockists dealers.

**LONDON**, W.14. —Metropolis Garages, Ltd., MacLise Rd. Tel. Shepherds Bush 5585. Standard area dealers.

**LONDON**, N.W.1. —Nash Concessionaires, Ltd., Nash St., Albany St. Tel. Euston 5558/9. Standard retail dealers.

**LONDON**, N.W.2. —Starnes Motors, 103, The Broadway Crickwood, Tel. Gladstone 2480. Standard retail dealers.

**LONDON**, N.W.3. —McNeil's Motors, Ltd., 126, Haverstock Hill, Tel. Primrose 5435. Standard distributors.

**LONDON**, N.W.4. —L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon, 1143/6 & 1181/2. Retail dealers.

**LONDON**, N.W.6. —Blue Star Garage, 63, Portune Green Rd. Tel. Hampstead 2211. Standard retail dealers.

**LONDON**, N.W.7. —Ferguson & Curtis, Ltd., Parkside Garage, Mill Hill, Tel. Mill 1922. Retail dealers.

**LONDON**, N.W.7. —Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill, Mill Hill 4252. Appointed dealers.

**LONDON**, N.W.8. —Blackbird Hill Garage, Ltd., Blackbird Hill Kingsbury Colindale 6154 & 4465. Retail dealers.

**LONDON**, N.W.10. —Ace Service Station (London), Ltd., North Circular Rd. Tel. Ekg 5585/9. Standard agents.

**LONDON**, N.W.10. —J. Austin & Sons, Ltd., 139-155, High St., Harlesden, Elgar 6256/7/8. Standard agents.

**LONDON**, N.2. —Eyre, Venables & Eyre, Ltd., Fortis Green, Tel. Tudor 2291/3. Standard retail dealers.

**LONDON**, N.2. —Motourists (London), Ltd., East Finchley Station Tel. Tudor 2501/2. Standard agents.

**LONDON**, N.3. —C. & W. Motors, Ltd., Queens Head Garage, East End Rd., Finchley, Fin. 6256/8. Retail dealers.

**LONDON**, N.5. —Kefross Garage, Highbury Grange, Tel. Canonbury 2190. Standard main agents.

**LONDON**, N.8. —Ellis & Co., 44-56, High St., Hornsey, Tel. Mountview 2255. Standard retail dealers.

**LONDON**, N.9. —Grove Garage & Motors, 322, Pure St., Edmonton Edmonton 4162. Standard retail dealers.

**LONDON**, N.17. —The Red Circle, Ltd., Eastern Arm, St. Cambridge Rd., Tottenham, Tottenham 1806 & 7553. Retail dealers.

**LONDON**, N.21. —Winchmore Hill Garage, Ltd., 804-8, Green Lanes, Tel. Laburnum 5961. Standard retail dealers.

**LONDON**, E.6. —Traynor Motors, Ltd., 135/5, High St. South, East Ham. Grangewood 2550. Standard dealers.

**LONDON**, E.7. —Ronallack & Sons, Ltd., 268, Romford Rd. Forest Gate Grangewood 3464. Standard dealers.

**LONDON**, E.8. —Leigh & Hatfield, Ltd., 24, London Lane, Hackney Tel. Amhurst 6116. Stocking dealers.

**LONDON**, S.E.1. —Alford & Alder, Ltd., 60, Newington Causeway, Tel. Hop 2562. Standard retail dealers.

**LONDON**, S.E.5. —Bloomfield's Cars (Camberwell), Ltd., 92-110, Camberwell Rd. Tel. Rodney 3021 & 3259. Retail dealers.

**LONDON**, S.E.8. —Milestones (Service Garage), Ltd., Eitham, Ltd., 729, Sidcup Rd., New Eitham, Eitham 5250 & 5999. Agents.

**LONDON**, S.E.20. —Harold G. Cole & Co., 63, Croydon Rd., Fenge, Sydenham 5112 & 4627. Dealers.

**LONDON**, S.E.23. —Seager & Co., 175, Perry Vale, Forest Hill 1858. Standard retail dealers—service.

**LONDON**, S.E.24. —George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9. Standard retail dealers.

**LONDON**, S.W.3. —J. Corydon, Ltd., 159-169, Fulham Rd. Tel. Kensington 1410. Standard retailers.

**LONDON**, S.W.5. —Golly's Garage, Ltd., 111a, Earis Court Rd., Earls Court, Frenstantle 6573 (5 lines). Retail dealers.

**LONDON**, S.W.7. —Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington, Ken. 2477/8. Standard agents.

**LONDON**, S.W.9. —Wilson's Automobiles & Coachworks, Ltd., Trinity Gdns Brixton, Tel. Brixton 4011. Retail dealers.

**LONDON**, S.W.14. —Whitlaw & Harper, Ltd., 173, Upper Richmond Rd., East Sheen, Prospect 4455. Dealers.

**LONDON**, S.W.15. —Robbins of Putney, 96-98, Upper Richmond Rd., Putney Tel. 4581 (5 lines). Retail dealers.

**LONDON**, S.W.15. —X.L. Service Station, Kingston Vale, Tel. Kingston 8355. Standard retail dealers.

**LONDON**, S.W.17. —Barkers Motors (London), Ltd., 209, Balham High Rd. Tel. Balham 6666. Stocking dealers.

**LONDON**, S.W.19. —L. F. Dove, Ltd., 68, Broadway, Wimbledon Tel. Liberty 5456. Standard main dealers.

**LONDON**, S.W.19. —E. B. Prior & Son, Ltd., 256-262, Wimbledon Park Rd. Putney 4577. Retail dealers.

**MANCHESTER**, 19. —A. Freeman, Ltd., Grosvenor Garage Burnage Lane, Tel. Rus 2874/5. Standard retail dealers.

**MANCHESTER**, 2. —Mayfield Motor & Eng. Co., Ltd., 20, Peter St., Blackfriars 8583. Retail dealers.

# THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## STANDARD—Continued

**NEW SOUTH-WATE, N.11.**—The Bowes Road Garage & Eng. Co., Ltd., 188, Bowes Rd., Bowes Park 2284. Agents.

**NORTHAMPTON.**—The Douglas Garage, Ltd., 46-50, Sheep St., Tel. 3391/2/3. Standard distributors.

**PONTILANFRATH (Mon).**—T. H. Williams, Belmont Garage, Tel. Blackwood 3231. Standard main dealers.

**READING (Berks).**—Julians of Reading, Ltd., 27, King's Rd., Tel. 2494. Standard distributors.

**RICHMOND (Surrey).**—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd., Richmond 4922/3. Retail dealers.

**ROMSEY.**—B. A. Rolfe & Sons, Ltd., Tel. Romsey 3185/6/7. Standard main dealers.

**SHEFFIELD, 1.**—Central Motors (Sheffield), Ltd., Bailey Lane, Tel. Sheffield 2299/8 & 22625. Retail dealers.

**SIDCUP (Kent).**—Hatherley Engineering Co., Ltd., Hatherley Rd., Folescroft 1126/7. Standard area dealers.

**SMETHWICK (Staffs).**—E. E. Brown (Smethwick), Ltd., St. Paul's Rd., Tel. Smethwick 1138/9. Standard retail dealers.

**SOUTH KENSINGTON (London).**—S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealers.

**SOUTHBEND-ON-SEA.**—W. Price (Motors), Ltd., 763, Southchurch Rd., Tel. Southend 67394. Standard retail dealers.

**STAINES (Middx).**—Staines Motors, Ltd., 182-4, Kingston Rd., Tel. Staines 345. Standard area dealers.

**ST. LEONARDS-ON-SEA.**—Freeland & Fuller, Ltd., The Green, Tel. Hastings 397. Standard retail dealers.

**SUNDERLAND.**—R. & J. Smith, Pallion Road Garage, Tel. 3305. Standard retail dealers.

**TETTFORD (Norfolk).**—W. & C. Lambert, Ltd., Castle St. & Norwich Rd., Tel. 2177. Standard main dealers.

**THEYDON BOIS (Essex).**—Wood & Krallings, High Rd., Tel. Theydon Bois 2254. Standard dealers.

**TUNBRIDGE WELLS.**—G. Stevenson (Kent & Sussex Garages), Ltd., 12, London Rd., Tun. Wells 1425. Distributors.

**TWICKENHAM (Middx).**—Spikins (Twickenham), Ltd., Heath Rd., Tel. Popesgrove 1035. Standard retail dealers.

**WALLASEY.**—Wards Motor Stores, Leasowe Rd., Tel. Wallasey 4151. Standard retail dealers.

**WALLINGTON (Surrey).**—McKinnon Motors, Ltd., "Langham House," 3, Stafford Rd., Tel. Wallington 3404. Main dealers.

**WALTHAM ABNEY (Essex).**—J. Chapman & Son, Abbey Garage, 6, Church St., Waltham Cross 2535. Area dealers.

**WEALDSTONE (Middx).**—G. & C. Motor Garages, Ltd., Canning Rd., Tel. Harrow 3452/3. Standard retail dealers.

**WESTCLIFF-ON-SEA.**—Chalkwell Motor Co., Ltd., 684-686, London Rd., Tel. Leigh-on-Sea 76247. Retail dealers.

**WHITCHURCH (Shropshire).**—J. A. Matthews (Motors), Ltd., Bridgewater Garage, Tel. Whitchurch 195. Standard area dealers.

**WIGAN (Lancs).**—H. H. Timberlake, Ltd., Library St., Tel. Wigan 3451. Standard area dealers.

**WIMBORNE (Dorset).**—Wimborne Motors (A. H. Kings), Station Terrace, Tel. Wimborne 534. Standard dealers.

**WITHAM (Essex).**—Witham Motor Co. (Essex), Ltd., West End Works, Tel. Witham 3360. Standard agents.

**WOODFORD GREEN (Essex).**—Hills Garages (Woodford), Ltd., 95, High Rd., Tel. Buckhurst 2186. Retail dealer.

**WOODFORD (Essex).**—Lambis, Ltd., Standard House, Southend Rd., Wanstead 6666 (20 lines). Distributors S.W. Essex.

**WORCESTER.**—P. W. Barker, Ltd., 82-84, Lowes Moor, Tel. Worcester 5161. Standard distributors.

## SUNBEAM-TALBOT

**ALDERSHOT (Hants).**—H. A. Charter, Eng. Station Rd., Tel. Aldershot 1246/7. Sunbeam-Talbot main dealers.

**ANDOVER (Hants).**—Bartley & Co., Salisbury Rd., Tel. Andover 2156. Sunbeam-Talbot dealers.

**AYLESBURY (Bucks).**—The Bucks Motor Co., Ltd., 61, Western St., Tel. Aylesbury 164/5. Sunbeam-Talbot dealers.

**BARNET (Herts).**—Hadley Green Garages, Ltd., 202, High St., Tel. Barnet 0532 & 0910. Dealers.

**BOSTON (Lincs).**—E. C. Stanwell & Sons, Ltd., West St., Tel. 3867/8. Sunbeam-Talbot retail dealers.

**BOURNEMOUTH.**—Geo. Hartwell, Ltd., Holdenhurst Rd., Tel. B'mouth 4161. Sunbeam-Talbot distributors.

**BRENTFORD (Middx).**—Leonard Williams (Distributors), Ltd., Packard Bldg., Gt. West Rd., Reading 5400 (7 lines). Official retailers.

**BRISTOL, 1.**—Cathedral Garage, Ltd., College Green, Tel. Bristol 20031. Sunbeam-Talbot main distributors.

**BROMLEY COMMON.**—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd., Tel. Hurstway 1262. Main agents.

**BURY (Lancs).**—P. & E. Finney, Ltd., 82-86, Bolton St., Tel. Bury 3209/9. Sunbeam-Talbot retail dealers.

**CARLISLE.**—Harrison (Motor Engineers), Ltd., 37-41, Warwick Rd., Tel. Carlisle 25177/8. Sunbeam-Talbot distributors.

**CHELTONHAM.**—Edons Automobiles, Ltd., 16-28, Bath Rd., Tel. Cheltenham 55391. Sunbeam-Talbot distributors.

## SUNBEAM-TALBOT—Continued

**CROYDON (Surrey).**—Manton Motors, Ltd., 23-27, 37-39, Shirley Rd., Tel. Addiscombe 6051. Main dealers.

**CROYDON.**—W. Shirley & Sons, 17, Montague Rd., Tel. Croydon 0716. Sunbeam-Talbot retail dealers.

**CROYDON.**—Smith Auto Co., Ltd., 145, London Rd., Tel. Croydon 4600 & 4652. Main dealers.

**EPSOM (Surrey).**—H. F. Edwards & Co., Ltd., 28, 30, Upper High St., Tel. Epsom 9400. Retail dealers.

**ERITH (Kent).**—North End Machinery & Motor Services, Ltd., North End Rd., Erith 5000. Main agents.

**GAMLINGAY (Cambs).**—W. J. Empson, West End Garage, Tel. Cambridge 236. Sunbeam-Talbot dealers.

**GLASGOW, S.E.**—James B. Robinson, Ltd., 400, Gallowgate, Tel. Bridgeton 3968. Sunbeam-Talbot retail dealers.

**GLOUCESTER.**—Taylors Crypt House Motors, Ltd., London Rd., Tel. 24981/2/3. Sunbeam-Talbot distributors.

**GREAT HARWOOD (Lancs).**—J. H. Nightingale, Ltd., Harwood Bar Garage, Tel. 3259. Sunbeam-Talbot main dealers.

**GRIMSBY.**—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5488/9. Sunbeam-Talbot dealers.

**HALESOWEN (Worcs).**—Halesowen Motor Works, Ltd., Whitehall Rd., Tel. Halesowen 1635/6. Sunbeam-Talbot area dealers.

**HARROW (Middx).**—Automobile & Aircraft Services, Ltd., 60y, Kenton Rd., Wordsworth 7805 (5 lines). Retail dealer.

**HATFIELD (Herts).**—W. Waters & Sons, Ltd., Barnet By-Pass, Tel. Hatfield 2711. Sunbeam-Talbot distributors.

**HAVERFORDWEST (Pemb).**—James Parry, County Motors, Tel. Haverfordwest 122. Sunbeam-Talbot retail dealers.

**HETFORD.**—W. Waters & Sons, Ltd., North Rd., Tel. Hetford 3044. Sunbeam-Talbot distributors.

**HIGH WYCOMBE (Bucks).**—Davenport Vernon & Co., Ltd., 31-2 & 34 High St., Tel. 2400 (5 lines). Distributors.

**ISLEWORTH (Middx).**—B. N. White-Spinner, Ltd., 640-652, London Rd., Isleworth 2552/2554/2151. Main dealers.

**KINGSTON-ON-THAMES.**—H. Taylor & Co., 135-7, London Rd., Kingston 1263. Main dealers.

**LEICESTER.**—E. W. Campion & Sons, Ltd., 45, Braunstone Gate, Tel. Leicester 22945. Sunbeam-Talbot retail dealers.

**LONDON, W.3.**—Metropolitan Motors, 192-196, Horn Lane, Acton, Tel. Acton 5064 (4 lines). Retail dealers.

**LONDON, W.6.**—Norman, Ltd., 405, King St., Ham-mersmith, Tel. Riverside 3665/6. Sunbeam-Talbot retail dealers.

**LONDON, N.W.1.**—Blue Star Garage, 128a, Camden Rd., Tel. Gulliver 5028. Sunbeam-Talbot retail dealers.

**LONDON, N.W.4.**—Hendon Central Garage, Ltd., Watford Way, Hendon Central, Tel. Hendon 8084/5. Retail dealers.

**LONDON, E.4.**—Reliance Motors (Chingford), Ltd., 111, Hall Lane Chingford, Tel. Silverthorn 1820/1. Main dealers.

**LONDON, E.8.**—Leigh & Botfield, Ltd., 24, London Lane, Tel. Amhurst 6116. Stocking dealers.

**LONDON, S.E.13.**—Carris Motors, Ltd., Lewisham Bridge, Tel. Lee Green 6365. Sunbeam-Talbot retail dealer.

**LONDON, S.E.15.**—Regal Garage (Old Kent Rd.), Ltd., 814 Old Kent Rd., New Cross 4966. Distributors.

**LONDON, S.W.3.**—J. Coryton, Ltd., 139-149, Fulham Rd., Tel. Kensington 1410. Sunbeam-Talbot retailers.

**LONDON, S.W.6.**—London & Counties Motor Mart, Ltd., 79-91, New King's Rd., Tel. Renown 1183. Retail dealers.

**LONDON, S.W.7.**—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington, Tel. Fre. 3353. Retail dealers.

**LONDON, S.W.12.**—Nightingale Eng. Co., Ltd., Western Lane, Nightingale Lane, Tel. Battersea 2193. Retail dealers.

**MALDENHEAD.**—R. R. Mead (Sales), Ltd., 42, Queen St., Maldenhead 3431/2. Sunbeam-Talbot main dealers.

**MALVERN (Worcs).**—Bowman & Acock Ltd., Pickersleigh Garage, Worcester Rd., Tel. Malvern 262. M in agents.

**MANCHESTER, 15.**—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St., Ardwick 1343/4. Retail dealers.

**NORTHAMPTON.**—Arthur Mulliner, Ltd., Bridge St., Tel. 907. Sunbeam-Talbot distributors.

**PETERBOROUGH.**—Clarke Bros. Services, Ltd., Crawthorne Garages, Tel. Peterborough 3556. Sunbeam-Talbot distributors.

**PETERSFIELD (Hants).**—E.M.A., Ltd., Ramshill Garage, Ramshill, Tel. Petersfield 198. Sunbeam-Talbot distributors.

**PETTS WOOD (Kent).**—Dunstonian Garage, Station Garage, Tel. Orpington 889. Sunbeam-Talbot main dealers.

**ROCHDALE (Lancs).**—L. C. Hillier, Ltd., Oldham Rd., Tel. Rochdale 3151. Sunbeam-Talbot main dealers.

**ROMSEY.**—B. A. Rolfe & Sons, Ltd., Tel. 3185/6/7. Sunbeam-Talbot main dealers.

**SHEFFIELD, 1.**—Central Motors (Sheffield), Ltd., Bailey Lane, Tel. Sheffield 2299/8 & 22625. Retail dealers.

**SOUTH KENSINGTON (London).**—S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealers.

## SUNBEAM-TALBOT—Continued

**SOUTHSEA (Hants).**—E.M.A., Ltd., Tudor House, Grove Rd., South Tel. Portsmouth 2168. Sunbeam-Talbot distributors.

**SOUTH SHIELDS.**—Town Hall Garage, Showrooms, Charlotte Terrace, Tel. 57 & 58. Sunbeam-Talbot dealers.

**STAINES BRIDGE (Middx).**—Dobsons (Staines), Ltd., Tel. Staines 801. Sunbeam-Talbot area dealers.

**STOCKTON-ON-TEES.**—Wiggins Garage, Ltd., Norton Rd., Tel. 53237. Sunbeam-Talbot dealers.

**STOKE-ON-TRENT.**—Bailey's Garage, Ltd., Leek Rd., Hanley, Tel. Stoke-on-Trent 29671/2. Retail dealers.

**STOURBRIDGE (Worcs).**—Halesowen Motor Works, Ltd., Lower High St., Tel. Stourbridge 57655. Sunbeam-Talbot area dealers.

**TRAFFALGAR (Cornwall).**—The Trafalgar Garage, Ltd., Trafalgar Square, Tel. 2461. Sunbeam-Talbot distributors.

**WALLINGTON (Surrey).**—McKinnon Motors, Ltd., "Langham House," 3, Stafford Rd., Tel. Wallington 3404. Main dealers.

**WARRINGTON.**—Percy Duckworth, Ltd., 44-46, Winwick St., Tel. Warrington 3656/7. Sunbeam-Talbot main dealers.

**WEYBRIDGE (Surrey).**—R. J. Shanks & Co., Ltd., Baker St., Weybridge 117 & 1534. Area dealers.

**WIGAN (Lancs).**—S. & S. Motors (Wigan), Ltd., Central Garages, Crompton St., Tel. 2281/2. Retail dealers.

**WINCHESTER.**—Will Short, Ltd., 2-4, St. Cross Rd., Tel. 2398. Sunbeam-Talbot distributors.

**WINDSOR.**—Martins Garages, 103, St. Leonards Rd., Tel. Windsor 349. Sunbeam-Talbot distributors.

**WINSFORD (Cheshire).**—Dickinson Bros., High St., Tel. Winsford 2241/2. Sunbeam-Talbot main dealers.

**WOKING (Surrey).**—L. F. Dove, Ltd., White Rose Lane, Tel. Woking 1282. Sunbeam-Talbot main dealers.

**WOKINGHAM (Berks).**—The Wokingham Motor Co., Ltd., 1955, Ltd., Finchampstead Rd., Tel. Wokingham 390. Retail dealers.

**YORK.**—Lister & Edmond Ltd., The Mount & Holgate Rd., York 3048. Sunbeam-Talbot distributors.

## TRIUMPH

**ALRESFORD (Hants).**—Hankin's, Ltd., Tel. Alresford 28. Triumph retail dealers.

**AMERSHAM (Bucks).**—Station Garage (Amersham & Chalfont), Ltd., Tel. Amersham 870.

**BEXLEYHEATH.**—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Tel. 1666. Triumph area dealer.

**BLAKENEY (Norfolk).**—Pye's Garage (Blakeney), Ltd., Morston Rd., Tel. Cley 329. Triumph area dealers.

**BURY.**—Cliff Holden (Motors), Ltd., Millett St., Tel. Bury 294. Triumph retail dealers.

**CHATHAM.**—Russell's Garages, Ltd., Medway St., Tel. Chatham 3683 (3 lines). Triumph area dealers.

**CREWE.**—Cookes Garages (Crewe), Ltd., 10-14 & 24-30, Nantwich Rd., Tel. 2011. Triumph distributors.

**CROYDON.**—Carrs Auto Sales, Ltd., Standard House, South End, Tel. Croydon 6088. Triumph main distributors.

**CROYDON (Surrey).**—Kentish & Thompson, Ltd., 564-566, Wickham Rd., Shirley, Springfield 3477. Retail dealers.

**DONCASTER.**—Blue Star Garage, Balby, Tel. Doncaster 53158. Triumph retail dealers.

**DORKING (Surrey).**—F. W. Mays & Co., Ltd., 105, South St., Tel. 2244. Triumph area dealers.

**EDGBASTON.**—Hunt's (Birmingham), Ltd., 197-199, L. Hagley Rd., Eds 2921 (3 lines). Works: Parker St., Retail dealers.

**EDINBURGH, 13.**—The Colinton Motor Garage, (Prop. D. Waddell), Spylaw St., Colinton, Tel. 87326. Agents.

**ENFIELD (Middx).**—Walters (Motors), Ltd., 358, L. High St., Ponders End, Tel. Howard 1646. Triumph stockists.

**EPSOM (Surrey).**—H. F. Edwards & Co., Ltd., 28, 30, Upper High St., Tel. Epsom 9400. Retail dealers.

**EXETER (Devon).**—Lock Brothers, Ladysmith Rd., Tel. Exeter 3990. Triumph retail dealers.

**FOREST GATE, E.7.**—Drew's Woodgrange Service Stations, Ltd., Romford Rd., Gra. 6601/6602. Retail dealers.

**GLASGOW, C.3.**—Macgach, Rennie & Lindsay, Ltd., 2, Berkeley St., Tel. Douglas 6646/7/8. Distributors.

**GUILDFORD (Surrey).**—Puttocks Garage, High St., Tel. 5591. Triumph distributors.

**HAMPSTEAD N.W.3.**—Rowland Smith (Motors), Ltd., High St., Tel. Hampstead 6041. Triumph retail dealers.

**HARPENDEN (Herts).**—F. Ogelsby & Son, Ltd., Southdown Garage, Tel. 119. Triumph retail dealers.

**HILLINGDON.**—Hillingdon Motors, Ltd., 325-7 Long Lane Western Ave., Uxbridge 412 & 2296. Retail dealers.

**HUDDESFIELD.**—A. G. Boyes & Co., Ltd., East Parade, Tel. Huddersfield 7676. Triumph distributors.

**KINGSTON-ON-THAMES.**—Lankester Engineering Co., Ltd., 38-42, Eden St., Tel. Kin. 3151-4. Triumph distributors.

**LEEDS 7 (Yorks).**—Brown & White (Leeds), Ltd., Roundhay Rd., Tel. 45405. Triumph retail dealers.

## THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## TRIUMPH—Continued

**L** EICESTER.—The County Garage & Motor Works (Leicester), Ltd., Aylestone Rd., Leicester NG6 4Y. Retail dealers.

**L** EIGH-ON-SEA (Essex).—Woodfield Garage, Ltd., 30-42, Woodfield Rd., Tel. Leigh-on-Sea 78120. Triumph stockists dealers.

**L** IVERPOOL, 8.—P. Mellings & Sons, Ltd., Northumberland St., Tel. Royal 5828. Triumph retail dealers.

**L** OONDON, W.1.—Berkeley Square House Garages, Ltd., Berkeley Sq., Tel. Grosvenor 4343. Triumph agents.

**L** OONDON, W.1.—Hoffmanns of London, Ltd., 17, Berkeley St., Tel. Mayfair 9060. Triumph agents.

**L** OONDON, W.1.—E. L. Mendel, Ltd., 65, Great Portland St., Tel. Langham 2261. Triumph retail dealers.

**L** OONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St., Tel. Langham 7733. Triumph retail dealers.

**L** OONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch, Paddington 3075. Retail dealers.

**L** OONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick 0911. Retail dealers.

**L** OONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith, Tel. Riverside 3665.6. Triumph retail dealers.

**L** OONDON, W.11.—John S. Truscott, Ltd., 175, Westbourne Grove, Tel. Bayswater 4274. Triumph retail dealers.

**L** OONDON, W.14.—Metropolis Garages, Ltd., Macleise Rd., Tel. Shepherd's Bush 5595. Triumph area dealers.

**L** OONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood, Tel. Gladstone 2480. Triumph retail dealers.

**L** OONDON, N.W.6.—Blue Star Garage, 63, Fortune Green Rd., Tel. Hampstead 2211. Triumph retail dealers.

**L** OONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill, Mill Hill 4252. Appointed dealers.

**L** OONDON, N.W.10.—J. Austin & Sons, Ltd., 159-155, High St., Harlesden, Elgar 6256/7.8. Triumph agents.

**L** OONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green, Tel. Tudor 2291/3. Triumph retail dealers.

**L** OONDON, N.2.—Motourists (London), Ltd., East Finchley Station, Tel. Tudor 2501/2. Triumph agents.

**L** OONDON, N.3.—C. & W. Motors, Ltd., Queens Head Garage, East End Rd., Finchley, Fin. 6256/8. Retail dealers.

**L** OONDON, N.9.—Grove Garage & Motors, 522, Fore St., Edmonton, Edmonton 4162. Triumph retail dealers.

**L** OONDON, E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate, Grangeview 3464. Triumph retail dealers.

**L** OONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway, Tel. Hop. 2562. Triumph retail dealers.

**L** OONDON, S.E.20.—Harold G. Cole & Co., 63, Croydon Rd., Penge, Sydenham 5112 & 4627. Dealers.

**L** OONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd., Tel. Brixton 2087/8/9. Triumph retail dealers.

**L** OONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd., Earls Court, Fremantle 6573 (3 lines). Retail dealers.

**L** OONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington, Ken. 2477/8. Triumph agents.

**L** OONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gardens, Brixton, Tel. Brixton 4011. Retail dealers.

**L** OONDON, S.W.14.—Whitall & Harper, Ltd., 172, Upper Richmond Rd., East Sheen, Prospect 4455. Dealers.

**L** OONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney, Tel. 4581 (3 lines). Retail dealers.

**L** OONDON, S.W.18.—Naylor & Root, Ltd., 25, East Hill, Tel. Battersea 2252. Triumph retail dealer.

**L** OONDON, S.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimbledon Park Rd., Putney 4577. Retail dealers.

**N** EW SOUTHGATE, N.11.—The Boves Road Garage & Eng. Co., Ltd., 138, Boves Rd., Boves Park 2284. Agents.

**N** ORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep Street, Tel. 3591/2/3. Triumph distributors.

**R** OMSEY.—B. A. Rolfe & Sons, Ltd., Tel. 2185-6/7. Triumph main dealers.

**S** HEFFIELD, 1.—Central Motors (Sheffield), Ltd., Bailey Lane, Tel. Sheffield 2289/9 & 22625. Retail dealers.

**S** METHWICK (Staffs).—E. E. Brown (Smethwicks), Ltd., St. Paul's Rd., Tel. Smethwick 1158/9. Retail dealers.

**S** OUTH KENSINGTON (London).—S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

**S** TAINES.—Staines Motors, Ltd., 182-4, Kingston Rd., Tel. Staines 455. Triumph area dealers.

**S** UNDERLAND.—R. & J. Smith, Pailton Road Garage, Tel. 3305. Triumph retail dealers.

**T** UNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garages), Ltd., 12, London Rd., Tun. Wells 1425. Distributors.

**T** WICKENHAM (Middlesex).—Spinks (Twickenham), Ltd., Heath Rd., Tel. Popsgrave 1055. Triumph retail dealers.

**W** ALLINGTON (Surrey).—McKinnon Motors, Ltd., Langham House, 3, Stafford Rd., Tel. Wallington 3304. main dealers.

## TRIUMPH—Continued

**W** EALDSTONE (Middlesex).—G. & G. Motor Garages Ltd., Canning Rd., Tel. Harrow 3452/3. Triumph retail dealers.

**W** IGAN (Lancs).—H. H. Timberlake, Ltd., Library St., Tel. Wigan 5451. Triumph area dealers.

**W** ITHAM (Essex).—Witham Motor Co. (Essex), Ltd., West End Works, Tel. Witham 5560. Triumph agents.

**W** OODFORD (Essex).—Lamb, Ltd., Standard House, Southend Rd., Wanstead 6666 (20 lines). Distributors S.W. Essex.

**W** AYLBURY.—Shaw & Kilburn, Ltd., 145, Cambridge St., Tel. 1277.

**B** ARNET (Herts).—Odeon Motors, Ltd., Gt. North Rd., Tel. Barnet 4100. Vauxhall area dealers.

**B** EDFORD.—Murkelt Bros., Ltd., 3, High St., Tel. 66522. Vauxhall main agents.

**B** ICESTER (Oxon).—Laytons Garage, London Road, Tel. Bicester 35. Vauxhall dealers.

**B** IRMINGHAM, 24.—The Vention Garage Co., Ltd., 724, Chester Rd., Erdington, Tel. Erd. 2226/7. Retail dealers.

**B** OURNEMOUTH (Hants).—Grand Parade Motors, Ltd., 6 & 7, Grand Parade, Westbourne, Tel. Westbourne 63561. Main dealers.

**B** RADFORD.—Alfreco Garage, Ltd., Frizinghall, Tel. Bradford 41211. Vauxhall main dealers.

**B** RIDGWATER (Somerset).—Real, Medland & Willis, Ltd., Tel. 2659. Vauxhall area dealers.

**C** ATERHAM (Surrey).—Layham's Engineering Co., 279-305, Croydon Rd., Tel. Caterham 2584. Vauxhall stocking agents.

**C** ROYDON (Surrey).—Kentish & Thomson, Ltd., 564-566, Wickham Rd., Shirley Springfield 5477. Retail dealers.

**E** AST TWICKENHAM (Middlesex).—Grand Garages (Richmond), Ltd., Richmond Rd., Tel. Popsgrave 2216. Vauxhall main dealers.

**E** PSOM (Surrey).—Page Motors, Ltd., 70, High St., Tel. Epsom 9991/2/3. Vauxhall area dealers.

**E** SHER.—E.F.S. Motors, Ltd., Kingston By-Pass Rd., Tel. Emmerbrook 3000. Vauxhall dealers.

**G** OSPOET (Hants).—Erskine Motors, 72-82, Stake Rd., Tel. Gosport 89141/2. Vauxhall dealer.

**H** ILLINGDON.—Hillingdon Motors, Ltd., 525-7, Long Lane, Western Ave., Uxbridge 412 & 2296. Retail dealers.

**H** ORSHAM (Sussex).—Jackson Bros. (Horsham), Ltd., London Rd., Tel. Horsham 1111/3. Vauxhall main dealers.

**I** PSWICH.—McNamara Motors, Ltd., 1, St. Helen's St., Tel. Ipswich 5775/6. Vauxhall dealers.

**K** INGSTON-UPON-THAMES.—Kingston Hill Motor Works, Kingston Hill, Tel. Kingston 5116. Vauxhall distributors.

**L** IVERPOOL, 8.—F. Mellings & Sons, Ltd., Northumberland St., Tel. Royal 5828. Vauxhall retail dealers.

**L** ITTLEPORT (Cambs).—Audley Garage, Tel. Littleport 226. Vauxhall area dealers.

**L** OONDON, W.1.—Shaw & Kilburn, Ltd., 4-6, Berkeley Square, Tel. Grosvenor 4328.

**L** OONDON, W.3.—Shaw & Kilburn, Ltd., Western Ave., Tel. Acorn 4641.

**L** OONDON, N.W.5.—Blue Star Garage, 617, Finchley Rd., Tel. Hampstead 2254. Vauxhall retail dealers.

**L** OONDON, N.W.8.—Carmo (1929), Ltd., St. John's Wood Roundabout, Tel. Pymore 0141. Vauxhall main dealers.

**L** OONDON, N.W.9.—Spurring Motor Bodies, Ltd., Edgware Rd., The Hyde, Hendon, Colindale 7171. Main agents.

**L** OONDON, N.3.—H. Pope & Sons, Ltd., 39-45, Ballard Lane, Finchley, Tel. 6115/6. Vauxhall main dealers.

**L** OONDON, N.12.—Walter Mortlock, 912-920, High Rd., North Finchley, Tel. Hillside 0890. Vauxhall dealers.

**L** OONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd., Earls Court, Fremantle 6573 (3 lines). Retail dealers.

**L** OONDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Terminal House, 80, Clapham Rd., Reigate 4211 (7 lines). Main agents.

**L** OONDON, E.W.15.—Dixon's Garages, 134, West Hill, Putney, Tel. Putney 0596 & 575. Vauxhall dealers.

**L** OONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney, Tel. 4581 (3 lines). Retail dealers.

**L** OONDON, S.W.17.—G.N. Ltd., 278-500, Braham High Rd., Balham, Tel. Balham 1055. Vauxhall main dealers.

**L** UTON (Herts).—Pleymans, Ltd., 15, Hitchin Rd., Tel. Luton 2226. Vauxhall dealers.

**L** UTON.—Shaw & Kilburn, Ltd., 546-550, Dunstable Rd., Tel. 5121.

**M** ANCHESTER, 12.—Croft & Marlow, Ltd., 150-162, Stockport Rd., Ardwick, Tel. Ardwick 2761. Retail dealers.

**M** ARGATE.—A.R. (Enterprises), Ltd., 231-235, Canterbury Rd., Tel. Thanet 1505/3. Vauxhall dealer.

**N** EW ROMNEY (Kent).—Smith & Stedman, Ltd., Sussex Rd., Tel. Littlestone, 5. Vauxhall agents.

**N** ORTHWOOD (Middlesex).—Colliver-Fisher, Ltd., Station Parade, Tel. Northwood 777. Vauxhall retail dealers.

**P** LYMOUTH.—Turnbulls, Ltd., Tel. Plymouth 4513, 4314. Vauxhall agents.

**P** OTTERS BAR (Middlex).—Blue Star Garage, High St., Tel. Potters Bar 3205. Vauxhall retail dealers.

**R** OYSTON (Herts).—Logdon's Garage, Ltd., Tel. Royston 2281/2. Vauxhall dealers.

**S** HREWSBURY.—Vincent Greenhouse (Shrewsbury), Ltd., Greyfriars Motor Works, Tel. Shrewsbury 3051 (5 lines). Vauxhall distributors.

## VAUXHALL—Continued

**S** OUTHPORT.—The Southport Engineering Co., Ltd., King St., Tel. Southport 2286. Vauxhall area dealers.

**S** TOURBRIDGE.—North Worcestershire Garages (Stourbridge), Ltd., Oldswinford, Tel. Stourbridge 5242/3. Vauxhall main dealers.

**S** UDURY (Staffs).—Arlington Motor Co., Ltd., Gornard Rd., Tel. Sudbury 2301. Vauxhall retail dealers.

**S** WANAGE (Dorset).—Foley's Garage, Valley Rd., Tel. Corfe Castle 215. Vauxhall dealers.

**U** XBRIDGE (Middx).—Gregory's of Uxbridge, Ltd., 55, High St., Tel. Uxbridge 6452. Vauxhall dealers.

**W** AKFIELD (Yorks).—Charles Wensley & Sons, Ltd., Ings Rd., Tel. 2294/5 (2 lines). Vauxhall main agents.

**W** ALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd., Tel. Waltham Cross 2760. Main dealers.

**W** EYBRIDGE (Surrey).—Wood's Garages, Ltd., High St., Tel. Weybridge 217. Vauxhall main dealers.

**W** HITCHURCH (Shropshire).—J. A. Matthews (Motors), Ltd., Bridgewater Garage, Tel. Whitchurch 195. Vauxhall area dealers.

**W** IGAN (Lancs).—Mab's Cross Motors, Ltd., Mesnes St., Tel. 5271/2/3. Vauxhall distributors.

**W** IMBORNE (Dorset).—Wimborne Motors (A. H. Kims), Station Terrace, Tel. Wimborne 554. Vauxhall dealers.

**W** ORKING (Surrey).—L. F. Dove, Ltd., Guildford Rd., Tel. Worthing 1382. Vauxhall area dealers.

**Y** ORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within), Tel. York 2358. Vauxhall retail dealers.

**V** OLKSWAGEN

**B** EXHILL.—Oakley's (Burwash), Ltd., Burwash, Tel. 206. Volkswagen area dealers.

**C** HESTER.—Godfrey Houghton, Ltd., 38, City Rd., Tel. 24818. Volkswagen main agents.

**D** OVER.—Southern Autos, Ltd., Maison Dieu Rd., Tel. 1252 (5 lines). Volkswagen agents.

**E** ASTBOURNE.—Oakley's (Burwash), Ltd., Burwash, Tel. 206. Volkswagen area dealers.

**I** PSWICH.—McNamara Motors, Ltd., 116, St. Helen's St., Tel. Ipswich 5775/6. Volkswagen distributors.

**S** HEFFIELD, 1.—J. Gilder & Co., Ltd., 16, Cambridge St., Tel. 26358/9. Volkswagen distributors.

**W** ILLYS-OVERLAND

**L** OONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St., Mayfair 5242. Distributors.

**W** OLSLEY

**A** BERDEEN.—Town & County Motor Garage Ltd., 19, Justice Mill Lane, Tel. Aberdeen 22588. Distributors.

**A** SHFORD (Middx).—Herd's Garage & Engineering Co., Ltd., Kingston Rd., Ashford 2074 & 5908. Dealers.

**B** ARNET.—Ramsey Motors, Ltd., 242-248, High St., Tel. Barnet 5240. Wolsley retail dealers.

**B** EDFORD.—George Langley, Ltd., Morris House, Bromham Rd., Tel. 66221. Wolsley distributors.

**B** ICESTER (Oxon).—Laytons Garage, London Rd., Tel. Bicester 55. Wolsley dealers.

**B** LACKWOOD (Mon).—Alfred Chaston, Ltd., Automobile Engineers, Tel. 5165/6. Wolsley main dealers.

**B** OURNEMOUTH.—Auto Service Garage (Bournemouth), Ltd., 35-37, R. L. Stevenson Ave., Westbourne 6544. Wolsley retail dealer.

**B** RADFORD (Yorks).—Eric S. Myers, Ltd., 52-62, Manningham Lane, Bradford 25591 (2 lines). Wolsley main dealers.

**B** RISTOL 1.—Western Motors (Bristol), Ltd., Park Row, Tel. Bristol 26504. Wolsley distributors.

**C** HESTER.—J. Blake & Co., Ltd., 150, Foregate St., Tel. Chester 22556/9. Wolsley distributors.

**C** OLWYN BAY (N. Wales).—Brad Bros., Ltd., Victoria Works, Conwy Rd., Tel. Sales 2264. Service 2281. Distributors.

**C** OOKHAM (Berks).—Barnside Motors, Ltd., High St., Tel. Bourne End 129. Wolsley main agents.

**C** RAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage, Tel. Crawley 455. Wolsley main dealers.

**C** ROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd., Croydon 6004 (6 lines). Wolsley retail dealer.

**C** ROYDON.—C. W. J. Coles (Croydon), Ltd., Blunt Rd., Tel. Croydon 9674/5. Wolsley retail dealers.

**D** OENHAM (Essex).—Crown Garage (Dagenham), Ltd., Rainham Rd. South Rainham 625 & 5771. Retail dealer.

**D** ARTFORD (Kent).—John C. Beadle, Ltd., Spital St., Tel. 5067 (3 lines). Wolsley retail dealers.

**D** ORKING (Surrey).—Dorking Motor Co., Ltd., Regate Rd., Tel. Dorking 2256 (5 lines). Wolsley area dealers.

**D** OVER.—Lewis Bros. (Dovers), Ltd., 5-19, Cherry Tree Ave., and 1, Folkestone Rd., Tel. 129 & 41. Main dealers.

**E** ASTLEIGH (Hants).—Station Garage, Tel. Eastleigh 67361. Wolsley retail dealers.

**E** DGBASTON.—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd., Edm 2551 (5 lines). Works: Parker St. Retail dealers.

**E** DINBURGH.—J. M. Sloan & Co., Ltd., Beiford Rd., Tel. Cen. 4664. Wolsley distributors.

**E** NFIELD.—D. J. Shepherd & Co., Ltd., 454-6, Hertford Rd., Tel. Howard 1651. Wolsley dealers.

**E** PSOM (Surrey).—The Woodcote Motor Co., Ltd., Church St., Tel. Epsom 1254 (5 lines). Wolsley distributors.

**E** SHER.—E.F.S. Motors, Ltd., Kingston By-Pass Rd., Tel. Emmerbrook 3000. Wolsley retail dealers.

**G** ULDFORD.—Combs & Sons (Guildford), Ltd., Portsmouth Rd., Tel. 62907 (5 lines). Wolsley main agents.



# THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

## WOLSELEY—Continued

**HAMPSTEAD** N.W.5.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Wolseley retail dealers.

**HUDDESFIELD**—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3311/2/3. Wolseley area dealer.

**KESWICK** (Cumberland).—Keswick Motor Co., Penrith Rd. Tel. 64. Wolseley retail dealers.

**LIVERPOOL**.—J. Blake & Co., Ltd., 110, Bold St. Tel. Royal 6622. Wolseley distributors.

**LONDON** W.1.—R. Hardy & Son, 50, Marylebone High St. Tel. Welbeck 1101/3. Retail dealers.

**LONDON** W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Gro. 2593. Retail dealers.

**LONDON** W.1.—Eustace Watkins, Ltd., 12, Berkeley St. Tel. Mayfair 5951 Wolseley distributors.

**LONDON** W.2.—R. S. Hurrell & Co., Ltd., 105, Westbourne Grove, Bayswater. Bayswater 0085/6. Retail dealers.

**LONDON** W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.

**LONDON** N.W.3.—Blue Star Garage, 67, Finchley Rd. Tel. Hampstead 2254. Wolseley retail dealers.

**LONDON** N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green. Tel. Tudor 2291/3. Wolseley retailers.

**LONDON** E.6.—Traynor Motors, Ltd., 153-5, High St. South. East Ham Grange Road 2530. Wolseley dealers.

**LONDON** E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate Grange Road 3464. Wolseley dealers.

## WOLSELEY—Continued

**LONDON** E.8.—Leigh & Rothfield, Ltd., 24, London Lane, Hackney. Tel. Amherst 6116. Stocking dealers.

**LONDON** S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/9. Wolseley retail dealers.

**LONDON** S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Trafalgar 7311 (5 lines). Wolseley retail dealer.

**LONDON** S.W.3.—J. Coryton, Ltd., 139-149, Ruitam Rd. Tel. Kensington 1410. Wolseley retailers.

**LONDON** S.W.5.—Goly's Garage, Ltd., 111a, Earls Court Rd., Earls Court. Frenantle 6375 (3 lines). Retail dealers.

**LONDON** S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd. Tel. Frenantle 8401. Wolseley retail dealers.

**LONDON** S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3333. Retail dealers.

**LONDON** S.W.7.—La Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477/8. Wolseley agents.

**LONDON** S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney Tel. 4581 (3 lines). Retail dealers.

**LONDON** S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Tel. Balham 6666. Stocking dealers.

**LONDON** S.W.19.—Jarvis & Sons, Ltd., Morris House, Merden Rd. Tel. Liberty 8221/8. Retail dealers.

## WOLSELEY—Continued

**LOWESTOFT**.—P. W. Watson & Sons, Ltd., 125, St. Peter's St. Tel. 635/694 Wolseley retail dealers.

**OPPINGTON** (Kent).—Burton & Deakin, Ltd. Tel. 7622 (3 lines). Wolseley agents.

**ROCHDALE**.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Wolseley retail dealers.

**ROYSTON** (Herts).—Lonsdon's Garage, Ltd. Tel. Royston 2281/2. Wolseley retail dealers.

**SIDCUP** (Kent).—Crips Brothers, Automole Engrs., Main Rd. Tel. Footscray 5066. Wolseley retail dealers.

**SLOUGH** (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. 24151/2. Official Nuffield retail dealers.

**SMETHWICK** (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Wolseley retail dealers.

**SOUTH NORWOOD**.—David Kennedy (Engineers), Ltd., 213-5, Selhurst Rd. Tel. Livingstone 1035. Wolseley retail dealer.

**STAINES BRIDGE** (Middlex).—Dobsons (Staines), Ltd. Tel. Staines 801. Wolseley area dealer.

**ST. ALBANS**.—Tilley & Moores, Ltd., London Rd. Tel. St. Albans 198. Wolseley retail dealers.

**TOLWORTH** (Surrey).—Blue Star Garage, The Broadway, Tel. Elmbridge 0049. Wolseley retail dealers.

**TUNBRIDGE WELLS**.—G. Stevenson (Kent & Sussex Distributors), Ltd., 12, London Rd. Tun. Wells 1425.

**VIRGINIA WATER** (Surrey).—Gavin Fairfax, Ltd., Wentworth Service Garage. Tel. Wentworth 5154. Wolseley main agents.

# COMMERCIAL VEHICLE SPECIALISTS

## AUSTIN

**BEXLEYHEATH**.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. 1666. Austin retail dealer.

**CAMBRIDGE**.—Marshall's (Cambridge), Ltd., Austin House, 15, Jesus Lane. Tel. Cambridge 4215. Austin distributors.

**CHATHAM**.—Russell's Garages, Ltd., Medway St. Tel. Chatham 3683 (3 lines). Austin dealers.

**LIVERPOOL**.—J. Voss Motors, Ltd., 42-44, Renshaw St. Tel. Royal 3683. Distributors and retail dealers.

**LONDON** W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.

**LONDON** N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green. Tel. Tudor 2291/3. Austin retail dealers.

**LONDON** S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (3 lines). Retail dealers.

**PETERBOROUGH**.—Marshall's (Cambridge) Ltd., 65, Bridge St. Tel. 4441/2/3. Austin distributors.

**SMETHWICK** (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Austin retail dealers.

**STAINES**.—Staines Motors, Ltd., 182-4, Kingston Rd. Tel. Staines 545. Austin area dealer.

**WESTCLIFF-ON-SEA** (Essex).—Southend Motor & Aero Co., Ltd., 448-656, London Rd. Southend 45223. Distributors.

**WIGAN** (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Austin dealers.

## BEDFORD

**BICESTER** (Oxon).—Laytons Garage, London Rd. Tel. Bicester 35. Bedford commercial dealers.

**BRIDGWATER** (Somerset).—Real, Medland & Wills, Ltd. Tel. 2639. Bedford area dealers.

**EAST TWICKENHAM** (Middlex).—Grandi Garages, 2216, Bedford main dealers.

**LONDON** N.W.9.—Spartan Motor Bodies, Ltd., Edgware Rd. Tel. Hyde. Hendon. Colindale 7171. Main agents.

**LONDON** S.W.9.—Keith & Boyle (Ldn.), Ltd., Terminal House, 80, Clapham Rd. Reliance 4211 (7 lines). Main dealers.

**ROYSTON** (Herts).—Logsdon's Garage, Ltd. Tel. Royston 2281/2. Bedford dealers.

**SILCHESTER** (Nr. Reading).—Lovegrove & Lovegrove, Ltd. Tel. Silchester 208. Bedford agents.

**SOUTHPORT**.—The Southport Engineering Co., Ltd., King St. Tel. Southport 2286. Bedford area dealers.

## BRADFORD

**CHATHAM**.—Russell's Garages, Ltd., Medway St. Tel. Chatham 3683 (3 lines). Bradford distributors.

**LONDON** N.W.11.—Gordon Cars (London), Ltd., 7-9, Russell Parade, Couders Green. Speedwell 9761. Bradford distributors.

**SOUTH KENSINGTON** (London, S.W.7).—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Retail dealer.

**PRESTON** (Lancs).—Parish's Motor Exchange, 52-62, Corporation St. Tel. 4113. Bradford main dealers.

## COMMER

**ANDOVER** (Hants).—Bartley & Co., Salisbury Rd. Tel. Andover 2136. Commer dealers.

**BRENTFORD** (Middlex).—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd., Ealing 3400 (7 lines). Official retailers.

## COMMER—Continued

**BRISTOL**.—1—Cathedral Garage, Ltd., College Green. Tel. Bristol 20031. Commer main distributors.

**BROMLEY** COMMON.—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd. Tel. Hurstway 1262. Commer main dealers.

**ERITH** (Kent).—North End Machinery & Motor Services, Ltd., North End Rd. Erith 5305. Main agents.

**GLASGOW** S.E.—James B. Robinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3968. Commer retail dealers.

**GLOUCESTER**.—Taylors Crypt House Motors, Ltd., London Rd. Tel. 24081/3. Commer distributors.

**GREAT HARWOOD** (Lancs).—J. H. Nightingale, Ltd., Harwood Bar Garage. Tel. 3259. Commer main dealers.

**GRIMSBY**.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Commer dealers.

**HALESOWEN** (Worcs).—Halesowen Motor Works, Ltd., Whitehall Rd. Tel. Halesowen 1635/6. Commer area dealers.

**LONDON** W.5.—Metropolitan Motors, 192-196, Horn Lane Acton. Tel. Acton 5064 (4 lines). Retail dealers.

**LONDON** S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3333. Retail dealers.

**MANCHESTER**.—13.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Ardwick 1343/4. Retail dealers.

**ROCHDALE** (Lancs).—L. C. Hillier, Ltd., Oldham Rd. Tel. Rochdale 3151. Commer main dealers.

**ROMSEY**.—B. A. Rolfe & Sons, Ltd. Tel. 3185/3186/3187. Commer main dealers.

**SOUTH KENSINGTON** (London, S.W.7).—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Retail dealer.

**SOUTH SHIELDS**.—Town Hall Garage, Showrooms, 5, Charlotte Terrace. Tel. 57/6. Commer dealers.

**STOCKTON-ON-TEES**.—Wiggins Garage, Ltd., Norton Rd. Tel. 53237. Commer dealers.

**STOURBRIDGE** (Worcs).—Halesowen Motor Works, Ltd., Lower High St. Tel. Stourbridge 57655. Commer area dealers.

## FORD

**BIRMINGHAM** 5.—Bristol Street Motors, Ltd., 164-162, Bristol Street. Tel. Midland 5961/4. Ford main dealers.

**BURNEMOUTH**.—F. English, Ltd., 48, Poole Hill. Tel. Burnmouth 5850. Ford distributors.

**BROMLEY** (Kent).—Seans & Dunn, Ltd., Masons Hill. Tel. Ravensbourne 4664. Ford main dealers.

**LIVERPOOL**.—J. Blake & Co., Ltd., 35, Hardman St. Tel. Royal 6622. Ford main dealers.

**LONDON** W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.

**WOLVERHAMPTON**.—B. Billingham, Ltd., Cleveland St. Tel. Wolverhampton 2032. Ford main dealers.

**FORDSON**

**BARKING**.—Barking Garage & Engineering Co., Ltd., Wakering Rd. Ripplesley 0335 (5 lines). Fordson retail dealers.

**BURNEMOUTH**.—F. English, Ltd., 48, Poole Hill. Tel. Burnmouth 5850. Fordson distributors.

**WINCHESTER**.—Hyde Abbey Motor Works, Ltd., Hyde St. Tel. 4797. Fordson main dealers.

## MORRIS

**COLNE** (Lancs).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 404/5. Morris dealers.

## MORRIS—Continued

**COLWYN BAY** (N. Wales).—Braid Bros., Ltd., Victoria Works, Conway Rd. Tel. Sales 2264. Service 2281. Distributors.

**CROYDON** (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Morris-Commercial retail dealer.

**SMETHWICK** (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Morris retail dealers.

**WIGAN** (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Morris dealers.

## MORRIS-COMMERCIAL

**ABERDEEN**.—Town & County Motor Garage, Ltd., 19, Justice Mill Lane. Tel. Aberdeen 2259. Distributors.

**COLNE** (Lancs).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 404/5. Morris-Commercial dealers.

**CROYDON** (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Morris-Commercial retail dealer.

**DARTFORD** (Kent).—John C. Beadle, Ltd., Spital St. Tel. 3067 (3 lines). Morris-Commercial distributors.

**EPSOM** (Surrey).—The Woodcote Motor Co., Ltd., Church St., Epsom 1234 (5 lines). Morris Commercial distributors.

**LONDON** W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.

**LONDON** N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green. Tel. Tudor 2291/3. Morris-Commercial retail dealers.

**LONDON** S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Hop. 2562. Morris-Commercial retail dealers.

**SLOUGH** (Bucks).—Hartwell's Motors (Slough), Ltd., Bath Rd. Tel. Burnham 400. Morris-Commercial retail dealers.

**SMETHWICK** (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Morris-Commercial retail dealers.

**WIGAN** (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Morris-Commercial dealers.

**YORK**.—Micklegate Motor Co., Ltd., Micklegate Bar (Within). Tel. York 2388. Morris-Commercial area dealers.

## PERKINS DIESEL

**BROMLEY** COMMON.—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd. Tel. Hurstway 1262. Perkins Diesel agents.

## STANDARD

**BEXLEYHEATH**.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. 1666. Standard area dealer.

**CHATHAM**.—Russell's Garages, Ltd., Medway St. Tel. Chatham 3683 (3 lines). Standard area dealers.

**GLASGOW** C.3.—Macharg, Rennie & Lindsay, Ltd., 23, Berkeley Street. Tel. Douglas 6446/7/8. Distributors.

**SMETHWICK** (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Standard retail dealers.

**STAINES**.—Staines Motors, Ltd., 182-4, Kingston Rd. Tel. Staines 545. Standard area dealers.

**WIGAN** (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Standard dealers.

## RELIANT

**LIVERPOOL**.—1.—The Bee Cycle & Motor Co., Ltd., 2-6, Upper Newington off Renshaw St. Royal 6373. Distributors.

## THAMES

**ENFIELD** (Middlesex).—Chassey Motor Co., Ltd., 620, Great Cambridge Rd. Enfield 2456 (4 lines). Retail dealers.

# MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

**A SYNCHRO**  
VAUXHALL self-drive 1950-1953 Wyvern, Velox, heater, costs £7 (\$12.50 U.S.) per week, winter 4gns. (\$11.75 U.S.) per week, small mileage charge, alternative rates; radio, A.A., R.A.C., Continental touring; overseas visitors welcomed.—Synchro Garages Ltd., 3, Peterborough Mews, S.W.7, Western 4108. Cables: Synchro, London. [10636/R]

**WM WELBECK MOTORS, Ltd.**  
FOR the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 3991 (6 lines). [M4049/R]

**MANCHESTER**—Drive yourself 1953-54 saloons; overseas visitors specially catered for.  
**SUREFLEET**, delivery anywhere in England.

**SUREFLEET**, lowest rates in the trade.

**SUREFLEET**, 47, Upper Chorlton Rd., Manchester, 16, Tel. Moss Side 1937. [10646/R]

**YORKSHIRE**—Drive Yourself (Hull) Ltd.—A30s, Minors, Oxforda—262, Anlaby Rd., Hull. [3787]

**SLOUGH CAR HIRE**—A40 saloons, drive yourself—Rea, 36, Mackenzie St., Tel. Slough 20501. [10132/R]

**IVOR HILL, Ltd.**—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19, Wim. 5686. [10360/R]

**AUSTIN and Morris** self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.1, Par 9664/5. [10466/R]

**LONDON'S** lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2). Dolphin Square, S.W.1. [10442/R]

**SELF-DRIVE** hire, inclusive terms, 1952 saloons.—S. Smith & Hunter, 376, Kensington High St., W.14, Western 2512. [10458/R]

**SELF-DRIVE** post-war Morris, Austin A40, Morris Minors.—Rons, Ltd., 3, Choumert Rd., Peckham, S.E.15, New Cross 2105. [10664]

**HAROLD R. HILLS GARAGE**—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7, Kensington 4020. [10551/R]

**WIMBLEDON CAR HIRE**—Self-drive specialists.—1951 and '52 Austin A40s and A70s from £2 a day.—Mansel Rd., S.W.19, Wim. 5834. [10811/R]

**MOORE PARK GARAGE**—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale Forest Hill, S.E.23. (For 2432). [10679/R]

**1953** self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1, Tel. Ken. 6428, and Bay. 6229 (Garage). [12956]

**A FORD** self drive or chauffeur driven hire service with Zephyr, Consul or Prefect saloons, from £1 per day, also cheap unlimited mileage rates.—**GREY CARS, Ltd.** 60-62, Queenstown Rd., S.W.8, Mac. 3363. [10091/R]

**24** Hours from 20/-; also new Zephyrs, Consuls, Oxforda, Somersets, etc.; request tariff.—Alliance, 30, Burne St., Edgware Rd., N.W.1, Pad. 2646/6901. [10318/R]

**THE Truman Plan**—Free Car. Free petrol. You pay on mileage, e.g., A40 5d per mile, no extra.—Tel. Baywater 6415.—Truman's Garages, Queensway W.2. [10689/R]

**EDWARDS & DAVIES (CAR HIRE), Ltd.**—Post-war 2 1/2 and 10hp Fords; unlimited mileage; cars delivered.—Bri 5532 290, Millwood Rd., Herne Hill, S.E.24. [10683/R]

**DRIVE-YOURSELF** hire, post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 58, Upper High St., Epsom 9400. [142001]

**COLLOMS CARS** 30/- per day, 60 free miles, then from 3d per mile; Austin 16's, A40's, A70's, Vanguards; chauffeur-driven cars available—292-300 Lansark Rd., W.9, Mat. 5134 and 3651. [M1055]

**SELF-DRIVE**—Coming on leave, visiting Britain? Lowest rates, reduced charges extended periods; 50 latest models.—Home & Overseas Motors, 160, Finchley Rd., N.W.5, Hampstead 0087/9. [10051/R]

**CAR HIRE (MAYFAIR), Ltd.** for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1, Mayfair 8689 (10084/R)

**SUSSEX MOTORS**—Self-drive or chauffeur-driven, 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch), Pad. 5506 and Amb. 5025 (10589/R)

## CARS FOR HIRE

**NEW** cars in perfect condition; self-drive from £1 per day and 8d per mile, including petrol, oil and insurance, minimum mileage over 60 miles per day; overseas visitors receive special attention.

**WILSON'S CAR HIRE SERVICES, Ltd.**, 33, Acree Lane, S.W.2 (Tel. Brixton 4011) and at 1, Dorking Rd., Epsom (Tel. Epsom 3901). [10802/R]

**POST-WAR** self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available, airports, stations, etc.—G.P. (Batham), Ltd., 2c, Batham Hill, S.W.12 (100 yds Clapham South Tube), Bath. 1107-8-9. [M3024/R]

**OVERSEAS** visitors, a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0211/R]

**5** days for £3, or £1 per 50 free miles per day or unlimited mileage; business or pleasure tariff on request.—Drive Yourself Hire Co. (London), Ltd., 508, Seven Sisters Rd., Finsbury Park, N.4, Can. 1151, 20, Grosvenor Place, Victoria, S.W.1, Slo. 9844, 35c Kings Rd., Chelsea, S.W.3, Slo. 0444. [10507/R]

**LUXURY** travel at low cost in Britain and Europe, 350 new Jaguars, Austins, Fords, from £2 a day for 70 miles, then 3d a mile, or 70/- a day unlimited mileage, H.M.V. radios, heaters, roof racks, 500, 600, air conditioners; recommended A.A. and R.A.C.—J. Davy, 8.9, Logan Place, Kensington, W.8, Fire 6000, or 215, Brompton Rd., S.W.3, Ken. 1108. [0401/R]

**DO** a "good deal" better with Carr Bros. on self-drive or chauffeur hire, best cars, best terms, with choice of tariffs, from nearest of 4 branches.—Ger. 6678-9, Renown 4395, Oplands 4811, Hounslow 4606; Wallington 1006, Call/write Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport, Heath Office—Purley (Cables) "Carbros, Croydon, Eng." [M1041]

**HIRE** a car as private as your own from Victor Britain, the Car Hire Specialist; pay less, always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d. per mile, all petrol and oil free. Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London, W.1 (Tel. Grosvenor 4881); or 11, Gt. Cumberland Place, Marble Arch, W.1 (Tel. Ambassador 2814). [10772/R]

## CARS WANTED FOR HIRE

**WANTED** to hire for 5 or 6 months, Jaguar, Riley or Ford Zephyr, without mileage restriction.—Box 1267. [11606]

## DAY AND NIGHT SERVICE

**A.O. (Always open), M.S. (Not Sunday)**, Ashford, Middx.—Herbert & Mills, Ltd., Church Rd., A.A.C. & A.A. Reps. Tel. 2676, 2960. A.A. [12222/R]

**PIRBRIGHT** (near Guildford/Working), Surrey.—Clarke's of Pirbright, Brookwood 2201 2, A.O. [12221/R]

## EXCHANGE

**RAYMOND WAY**, of Kilburn.

**RAYMOND WAY**, the exchange specialists.

**YOUR** car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6, Maid. Vale 6044, connect all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [10851/R]

**ROWLAND SMITH** will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

**ROWLAND SMITH** for hire purchase terms; private and confidential, immediate delivery in approved cases, references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [M4018/R]

**EXCHANGE** your car for a new or used motor cycle or combination, we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Fryde & Clarke, Ltd., Stockwell Rd., S.W.9, Brixton 6251. [10056/R]

## CAR RADIO

**RADIOMOBILE** accredited dealers, qualified mechanics are always available for car radio repairs.

**NORMAND, Ltd.**, 405-9, King St., W.6, Riv. 5065. [10222/R]

**J. DAVY**, H.M.V. car radio, accredited dealers, Smith's Radiomobile, sales and service.—Fremantle 6000. [12291]

**MOTOROLA**, world's finest motor radio, sole licensees and registered users.—World Radio, Ltd. Edgware Rd. London N.W.2 Glaston 4255. [0419/R]

**ALL** types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mar, Ltd. Upper Montagu St., London, W.1 Ambassador 10152. [10152/R]

## CAR RADIO

**SPIKINS (TWICKENHAM), Ltd.**, 85-101, Heath Rd., Twickenham, Tel. Popesgrove 1055-6-7.—Accredited Radiomobile station, expert installations and service; trade and retail all makes available. [10116/R]

## CLUBS

**MERRIES CLUB**, One Baker St., Portman Sq., W.1, restaurant, snook, bar, late supper and dancing to Gerry Moore until 12.30 a.m.; temporary membership available to cover Motor Show on application to Secretary, Welbeck 6509. [1527]

## COACHBUILDERS AND BODIES

**GROUT & CO. (COACHBUILDERS), Ltd.**, 2, Ifmer Rd., Hammersmith, Riverside 1048.—All types of coachwork. [10509/R]

**TICKFORD, Ltd.**, Coachbuilders, 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3355, Repairs executed of every description. [M4029]

**JACK BARCLAY** Coachbuilding Works can undertake all classes of repair work at their Merton Factory, Lombard Rd., S.W.19, Liberty 7222-7. [M1082/R]

**W. M. PARK (COACHBUILDERS), Ltd.**—Body building and all repairs, reupholstering, trimming and conversions; special facilities for overseas visitors.—Mortlake Rd., Kew, Ric. 5625-6. [10548/R]

**RONALD KENT (COACHBUILDERS), Ltd.**, the specialists in accident repair work, offer courteous and efficient service combined with really economical prices, for all types of motor body repairs, renovations, cellulose and trimming.—Coalwharf Rd. (first turning left out of Shepherd's Bush Central Line Station), Shepherd's Bush 2251. [10212]

**BUCKET** seats, light steel frames, 27/6; upholstered with sprung cushion 60/-; tubular framed, trimmed from £4/15; light alloy frames 14/6; 16/6; 18/6; 20/6; 22/6; 24/6; 26/6; 28/6; 30/6; 32/6; 34/6; 36/6; 38/6; 40/6; 42/6; 44/6; 46/6; 48/6; 50/6; 52/6; 54/6; 56/6; 58/6; 60/6; 62/6; 64/6; 66/6; 68/6; 70/6; 72/6; 74/6; 76/6; 78/6; 80/6; 82/6; 84/6; 86/6; 88/6; 90/6; 92/6; 94/6; 96/6; 98/6; 100/6; 102/6; 104/6; 106/6; 108/6; 110/6; 112/6; 114/6; 116/6; 118/6; 120/6; 122/6; 124/6; 126/6; 128/6; 130/6; 132/6; 134/6; 136/6; 138/6; 140/6; 142/6; 144/6; 146/6; 148/6; 150/6; 152/6; 154/6; 156/6; 158/6; 160/6; 162/6; 164/6; 166/6; 168/6; 170/6; 172/6; 174/6; 176/6; 178/6; 180/6; 182/6; 184/6; 186/6; 188/6; 190/6; 192/6; 194/6; 196/6; 198/6; 200/6; 202/6; 204/6; 206/6; 208/6; 210/6; 212/6; 214/6; 216/6; 218/6; 220/6; 222/6; 224/6; 226/6; 228/6; 230/6; 232/6; 234/6; 236/6; 238/6; 240/6; 242/6; 244/6; 246/6; 248/6; 250/6; 252/6; 254/6; 256/6; 258/6; 260/6; 262/6; 264/6; 266/6; 268/6; 270/6; 272/6; 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846/6; 848/6; 850/6; 852/6; 854/6; 856/6; 858/6; 860/6; 862/6; 864/6; 866/6; 868/6; 870/6; 872/6; 874/6; 876/6; 878/6; 880/6; 882/6; 884/6; 886/6; 888/6; 890/6; 892/6; 894/6; 896/6; 898/6; 900/6; 902/6; 904/6; 906/6; 908/6; 910/6; 912/6; 914/6; 916/6; 918/6; 920/6; 922/6; 924/6; 926/6; 928/6; 930/6; 932/6; 934/6; 936/6; 938/6; 940/6; 942/6; 944/6; 946/6; 948/6; 950/6; 952/6; 954/6; 956/6; 958/6; 960/6; 962/6; 964/6; 966/6; 968/6; 970/6; 972/6; 974/6; 976/6; 978/6; 980/6; 982/6; 984/6; 986/6; 988/6; 990/6; 992/6; 994/6; 996/6; 998/6; 1000/6; 1002/6; 1004/6; 1006/6; 1008/6; 1010/6; 1012/6; 1014/6; 1016/6; 1018/6; 1020/6; 1022/6; 1024/6; 1026/6; 1028/6; 1030/6; 1032/6; 1034/6; 1036/6; 1038/6; 1040/6; 1042/6; 1044/6; 1046/6; 1048/6; 1050/6; 1052/6; 1054/6; 1056/6; 1058/6; 1060/6; 1062/6; 1064/6; 1066/6; 1068/6; 1070/6; 1072/6; 1074/6; 1076/6; 1078/6; 1080/6; 1082/6; 1084/6; 1086/6; 1088/6; 1090/6; 1092/6; 1094/6; 1096/6; 1098/6; 1100/6; 1102/6; 1104/6; 1106/6; 1108/6; 1110/6; 1112/6; 1114/6; 1116/6; 1118/6; 1120/6; 1122/6; 1124/6; 1126/6; 1128/6; 1130/6; 1132/6; 1134/6; 1136/6; 1138/6; 1140/6; 1142/6; 1144/6; 1146/6; 1148/6; 1150/6; 1152/6; 1154/6; 1156/6; 1158/6; 1160/6; 1162/6; 1164/6; 1166/6; 1168/6; 1170/6; 1172/6; 1174/6; 1176/6; 1178/6; 1180/6; 1182/6; 1184/6; 1186/6; 1188/6; 1190/6; 1192/6; 1194/6; 1196/6; 1198/6; 1200/6; 1202/6; 1204/6; 1206/6; 1208/6; 1210/6; 1212/6; 1214/6; 1216/6; 1218/6; 1220/6; 1222/6; 1224/6; 1226/6; 1228/6; 1230/6; 1232/6; 1234/6; 1236/6; 1238/6; 1240/6; 1242/6; 1244/6; 1246/6; 1248/6; 1250/6; 1252/6; 1254/6; 1256/6; 1258/6; 1260/6; 1262/6; 1264/6; 1266/6; 1268/6; 1270/6; 1272/6; 1274/6; 1276/6; 1278/6; 1280/6; 1282/6; 1284/6; 1286/6; 1288/6; 1290/6; 1292/6; 1294/6; 1296/6; 1298/6; 1300/6; 1302/6; 1304/6; 1306/6; 1308/6; 1310/6; 1312/6; 1314/6; 1316/6; 1318/6; 1320/6; 1322/6; 1324/6; 1326/6; 1328/6; 1330/6; 1332/6; 1334/6; 1336/6; 1338/6; 1340/6; 1342/6; 1344/6; 1346/6; 1348/6; 1350/6; 1352/6; 1354/6; 1356/6; 1358/6; 1360/6; 1362/6; 1364/6; 1366/6; 1368/6; 1370/6; 1372/6; 1374/6; 1376/6; 1378/6; 1380/6; 1382/6; 1384/6; 1386/6; 1388/6; 1390/6; 1392/6; 1394/6; 1396/6; 1398/6; 1400/6; 1402/6; 1404/6; 1406/6; 1408/6; 1410/6; 1412/6; 1414/6; 1416/6; 1418/6; 1420/6; 1422/6; 1424/6; 1426/6; 1428/6; 1430/6; 1432/6; 1434/6; 1436/6; 1438/6; 1440/6; 1442/6; 1444/6; 1446/6; 1448/6; 1450/6; 1452/6; 1454/6; 1456/6; 1458/6; 1460/6; 1462/6; 1464/6; 1466/6; 1468/6; 1470/6; 1472/6; 1474/6; 1476/6; 1478/6; 1480/6; 1482/6; 1484/6; 1486/6; 1488/6; 1490/6; 1492/6; 1494/6; 1496/6; 1498/6; 1500/6; 1502/6; 1504/6; 1506/6; 1508/6; 1510/6; 1512/6; 1514/6; 1516/6; 1518/6; 1520/6; 1522/6; 1524/6; 1526/6; 1528/6; 1530/6; 1532/6; 1534/6; 1536/6; 1538/6; 1540/6; 1542/6; 1544/6; 1546/6; 1548/6; 1550/6; 1552/6; 1554/6; 1556/6; 1558/6; 1560/6; 1562/6; 1564/6; 1566/6; 1568/6; 1570/6; 1572/6; 1574/6; 1576/6; 1578/6; 1580/6; 1582/6; 1584/6; 1586/6; 1588/6; 1590/6; 1592/6; 1594/6; 1596/6; 1598/6; 1600/6; 1602/6; 1604/6; 1606/6; 1608/6; 1610/6; 1612/6; 1614/6; 1616/6; 1618/6; 1620/6; 1622/6; 1624/6; 1626/6; 1628/6; 1630/6; 1632/6; 1634/6; 1636/6; 1638/6; 1640/6; 1642/6; 1644/6; 1646/6; 1648/6; 1650/6; 1652/6; 1654/6; 1656/6; 1658/6; 1660/6; 1662/6; 1664/6; 1666/6; 1668/6; 1670/6; 1672/6; 1674/6; 1676/6; 1678/6; 1680/6; 1682/6; 1684/6; 1686/6

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**SERVICE** tuning repairs.  
**SOLE** distributors.  
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**RECONDITIONED** gear boxes offered on our exchange plan for practically all makes of cars, tested before despatch; stock models: Ford, Morris, Austin Standard, Vauxhall and Bedford range (14 D.X. 14 J.C.V.); in cases where no service box is available we can probably recondition or repair your gear box; send it to us for free estimate.  
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## PARTS AND ACCESSORIES

**AS** WE are now dismantling 1938 Pontiac, 1954 Packard 8-cylinder, 1955-5 Armstrong 17, 1957 M.G. 18, 1939 Wolseley 15, 1954 Daimler 15, Delage car, Minerva car, Talbot spares from 1929-1935, our large stock of new and second-hand components covers most makes from 1924-1950, try our unrivalled service.

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**A** SMALL selection of the vehicles we are now dismantling:—

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**CHURCH Lane, Chessington, Surbiton, Surrey.**  
**Cheam, 4025 (4 lines).** (0051/R)

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**OUR** second-hand spare part and electrical business has now been entirely transferred to above address.

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## PARTS AND ACCESSORIES

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**MARLER & PARTRIDGE** Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27. Acocks Green 0901. [0412/R]

**EAST** Midlands, Eastern Counties and South Yorks:—  
**DICKENS** (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham. Nottingham 46507-8. [0412/R]

**NORTH-WEST** England:—  
**BRACEGIRDLE MOTORS**, Ltd., Brook's Bar, Manchester, 16, Moss Side 2245-6. [0412/R]

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**ALL** types, Eastern Counties largest stockists Armstrong, Girling, Luvax, Newton, etc., makers' units.—Frentice Aircraft & Cars, Ltd., Ipswich, Suffolk 7265-6. [5143]

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**SPEEDOMETER** cables—20,000 in stock, any make or type; state year, make and h.p.; all cables guaranteed. [0412/R]

**THOS. RICHFIELD & SON**, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 1938. [0070/R]

**SPEEDOMETER SUPPLY** Co., Ltd., 54, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. [0165/R]

## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## SPEEDOMETERS

**YOUR** speedometer reconditioned, 16/- to 28/-; guaranteed six months.—Bradshaw, Speedometer Specialist, 62, Kenmore Drive, Bristol. [1599]

**PRIDE & CLARKE, Ltd.**—All spares in stock, speedometers repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd., S.W.9. Brixton. [0742/R]

**AUTO TEMPO METER Co., Ltd.**, Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables; all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terrinus 0635-4. [0346/R]

## SPRINGS

**LARGE** stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12, Battersea 3290-3769. [0512/R]

**NEW** springs, immediate delivery, front and rear, Austin, Morris, Ford, Hillman, Standard, Rover, Vauxhall, Riley, Wolseley and many others.  
**TRIANON** Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0135]

**WEST LONDON REPAIR Co., Ltd.**, Wim. 6316-7.—Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. [0251/R]

## SUPERCHARGERS

**CARBURETTORS, Ltd.**, manufacturers of the **ARNOTT** low-pressure supercharger, can give early delivery of installation for M.G., Morris Minor, Oxford, Austin A40, all Fords; Riley 1½-litre; Standards; Triumphs; Citroëns; Hillman; Bristol; Humber; Sunbeam-Talbot; Wolseley 6-60 and other cars.  
**CARBURETTORS, Ltd.**, Grange Rd., N.W.10. Tel. Willesden 5501. [0177/R]

**MARSHALL-NORDEG** low-pressure supercharger installations guarantee outstanding acceleration, 100% hill climbing and greater power with complete reliability; installations for Allard, Ford, M.G., Morris, Triumph, Vanguard, etc., for home and export orders, prices from £50 complete with all fittings.  
**NORTH DOWNS ENGINEERING Co.**, Westway, Caterham Caterham 2365. [0755/R]

## TYRES AND TUBES

**MARBLE ARCH.**  
**EXTENSIVE** stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

**MARBLE ARCH MOTOR SUPPLIES, Ltd.**, 286, Cambridge Rd., S.E.5. Tel. Rodney 2181. And branches. [M5002/R]

## TYRES—Tyres—Tyres

**MAKE** the road safer, tyres are expensive, protect your own life and the lives of others by having good tyres; we will sell on easy payment if so desired.  
**CLEVELAND'S GARAGE, Felixstowe Rd.**, Ipswich. Tel. Ipswich 77329. [0565/R]

## TYRES!!! Tyres!!! Tyres!!!

**10000** tyres in stock, every size and make, new, remould, etc.; please write or 'phone your tyre enquiries to  
**H. MATTHEWS, Ltd.** the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). [0150/R]

**PRIDE & CLARKE, Ltd.**, for ex-Government and remould tyre bargains; quotations by return; state size required.—Stockwell Rd., S.W.9. Brixton 6251. [0738/R]

**BULLS!**—A tyre for every job, prices reduced, new your own covers.—Bull's Rubber Co., Ltd. 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R]

**TYRES** and tubes (used and remoulded): all 13in. 14in. 15in. 16in. 17in. 18in. 19in. 20in. 21in.; also beaded and obsolete tyres; all commercial ex-W.D. tractor and farming sizes available.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0887/R]

**TYRES**—New, slightly used and rebuilt in all car, lorry, tractor and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires: Goswellrub, Norwest, London. [0067/R]

**TYRES**, sound, part used; car sizes, 350 to 500, 55/-; 525 to 600, 59/-; 625 and over, 45/-; carriage included; quotations for lorry and other sizes per return; money refunded if tyres returned unused in seven days, cash or P.O. with order to Jaynes Tyre Co. (Dept. A.C.) 68-72, North Wharf Rd., London, W.2. [0163/R]

## TYRES AND TUBES

**VETERAN** beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0595/R]

**50%** below all competitors: clearing stock: first quality retreads, mostly heavy duty or special racing: 475x17, 42/-; 700x18, 80/-; 550x19, 85/-; 600x20, 80/-; 650x20, 85/-; 450x21, 50/-; 500x21, 60/-; 525x21, 65/-; 600x21, 85/-; 700x21, 95/-; also a few brand new, as follows: 400x17, 37/-; 475x17, 79/-; 475x18, 80/-; 525x18, 100/-; 550x18, 100/-; 700x18, 130/-; 475x20, 80/-; 650x20, 160/-; 475x21, 80/-; also a number slightly worn, p.a.e. please, carriage 4/- per tyre.—Speedsters, Ltd., Old Stratford, Cross Oak Lane, Salfords, nr. Redhill, Surrey, Horley 628, until 9 p.m. [C4030]

## WHEELS, DISCS, ETC.

**ALL** types of wheels repaired, replacement service.—W & L Page Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R]

**MOST** types of easy clean and wire wheels in stock.—Turne & Knight Southfield Paddock, Popes Lane, Ealing, London, W.5. Eal. 4298. [0678/R]

**WHEELS** (used) all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0888/R]

**WEST LONDON REPAIR Co., Ltd.**, Wim. 6316-7.—Wire wheels repaired, converted, respined, re-enameled, steel clamp wheels repaired, retreaded.—56a, High St., Wimbledon. [0638/R]

**CLARE'S MOTOR WORKS**—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0623/R]

## WINDSCREENS

**AUSTIN** 7, 1932-34, 64/5; Ford 8/10, 65/5; trade also supplied.—D. W. Price, Nenaden Lane, N.W.10. [0658/R]

**BRITISH STEEL FRAME Co., Ltd.**, 205, Cambridge Heath Rd., E.3, manufacture sports and commercial windcreens, Ford, Austin 7, fixed and sliding windows for utilities. Bishopsgate 0611-5. [0908/R]

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

(See also page 301)

**MESSERS. GLADDING, SON & WING**, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23244), offer the following:—

**CHESHIRE**—Garage repairs business; covered area 1,500 sq ft, yard 1,500 sq ft, no accom.; all at £5,000, s.a.v. [1205/R]

**DORSET**—Garage and filling station with detached cottage; all at £5,250. [1205/R]

**MID-SUSSEX**—Corner position on trunk road, Garage and filling station with house; petrol sales 60,000 p.a.; all at £10,500 s.a.v. [1205/R]

**SUSSEX**—Excellent garage and filling station on London-coast road; extensive premises; main agencies; modern bungalow; freehold and goodwill £9,500; equipment and stock at valuation. [1205/R]

**FURTHER** particulars of above and other garages available from Gladding, Son & Wing, as above. [M2021]

**GARAGE** for sale Great North Road, four pumps, pull-in; working room for four cars, complete with pit and tools; owner incapacitated by age.—Box 1265 [1604]

**GOY & RICHARDS, Ltd.**, the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 35, High St., N.W.3. Tel. Hampstead 8090. [0546/R]

**HAMPSHIRE**—Freehold garage and filling station approaching Southampton with double living accommodation, annual gallonage nearing 100,000, site approx. 115x200ft; price £10,000; large mortgage available if required.—Box 0946. [1607]

**CHURCH, HOWARD & HILLS, Ltd.**, specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application, stating requirements, to—39, Kew Rd., Richmond Surrey. Tel. Ric. 2551-2-5. [M1047]

**KENNINGTON**, close to Olympia.—Spacious garage with four pumps, covered wash, workshops, offices, etc., 7,000 sq ft, clear top-lighted space 13 years' lease at only £250 p.a. for sale.—Apply Dudley Samuel & Harrison, Ltd., 11, Bruton St., Berkeley Sq., W.1. Tel. Mayfair 7111. [1713]

**DEVON**, in very busy market town, central position.—Old-established freehold garage, repair shops and filling station; good agencies; turnover £75,000 p.a., audited accounts; price (including freehold property, plant and machinery, petrol pumps, stock and tool debts) £35,000.—Apply Box 1079. [1110]

**ALDRIDGES** (Est. 1753), auctioneers and estate agents, have available several est. motor businesses with distributorships and main agencies, also garages and filling stations, in London, Home and Southern Counties.—Enquiries are invited to Estate Department, William Rd., N.W.1. Eus. 2352. [M1004]

## Business &amp; Property Wanted

**GARAGES** and filling station in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Parts please to Aldridges Estate Department, William Rd., N.W.1. Eus. 2352. [W1004]

**GODDARD & SMITH** are requiring on behalf of numerous buyers, garages and filling stations, in London area, or provinces as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [0291]

## SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc. If the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

**ELECTRICIAN** required to take charge of staff in food factory, outer East London area.—Box 1317. [1673]

**LONDON** company require experienced car buyers, preference shown to applicants with excellent references, good salary and commission.—Write Box 1337. [1683]

**CAR** salesman, apply by letter, giving fullest particulars, every application treated in fullest confidence.—Northern Motors of Harrow, 196-194, Pinner Rd., Harrow. [M2027]

**SUPERIOR** car salesman for West End showrooms, stockists of B.M.C. and similar cars, progressive position; write giving full particulars and terms required.—Box 1140. [1229]

**EXPERIENCED** salesman required for new vehicle sales, salary and commission. Routes group main agency.—Bryce Motors, Birmingham Rd., Stratford-on-Avon. Tel. 2700. [1620]

**CAR** salesmen with proved record required by old-established distributors in the south-west.—Apply giving fullest details of past experience, permanency offered to right men, Box 1320. [1676]

**WORKS** manager required for old-established distributors and car main dealers; good salary with pension scheme, also cottage if required.—Apply first in writing, sending copies of two testimonials.—Box 1055. [1657]

**SENIOR** assistant buyer required by automobile buying company in south West Middlesex, previous buying experience essential, preferably in motor trade, full details of experience, age and salary required to Box 1281. [1610]

**MOTOR** car salesman with experience of high-class trade required for West End Showroom. Application by letter only, in confidence, stating age and experience, etc., to the Managing Director, Mann Egerston & Co., Ltd., 13, Berkeley St., London, W.1. [1545]

## SITUATIONS VACANT

**DESIGNERS** required with experience of the automobile industry; permanent employment, five-day week, pension scheme and car, and motor cycle salary £750 per annum upwards according to experience.—Applications to, Staff Records Office, A.E.C. Ltd., Windmill Lane, Southall, Middlesex. [1994]

**SALESMAN** required by well-established car and commercial vehicle dealers, West Riding, initially mainly commercial vehicles but opportunity exists for permanent and improving position for right man. Applications, which should give full particulars and experience, will be treated in strict confidence.—Box 1536. [1682]

**WORKS** Manager required immediately by large high-class automobile engineers located in N/West Surrey areas, must be fully qualified diagnosing, costing and estimating, experienced in electrical and coachwork, able conduct own correspondence; good disciplinary essential; first-class references only acceptable, salary and bonus on turnover.—Box 1159. [1228]

**FIRST-CLASS** Salesman, good education and right personality essential, must possess highest class reference, knowledge of present day used car values, permanent position on salary and commission basis, excellent prospects; company established over 40 years; handling as distributors and main dealers highest class makes. Surrey area.—Box 1159. [1227]

**AN** exceptional opportunity occurs with large south coast Nuffield distributors for a fully experienced works office supervisor with up-to-the-minute knowledge of costing and estimating; this is an interesting, progressive and permanent position with a commencing salary of £500 per annum plus bonus; all applications treated in strict confidence and interview expenses paid to selected applicants.—Box 1515. [1658]

**INSTRUCTOR** in motor vehicle salesmanship required by leading Midland motor car manufacturer, the following qualifications are important: Knowledge of commercial practice and law, in their application to the sales and operation of motor vehicles, sales experience in the motor industry, good appearance, address and education, previous experience of instructional work.—Applicants should send details of personal history, in confidence, to Box 1157. [1226]

**OLD-ESTABLISHED** motor business with good agencies situated in small South Hampshire market town with excellent residential surroundings require a senior and experienced salesman of intelligent and proven record used to country business; the position is a salary position and carries a basic salary of £300 per annum plus commission; a small self-contained cottage is available at a reasonable rental.—Applications in the strictest confidence to Box 1280. [1609]

**ASSISTANT** general sales manager required to undertake study proprietor of expanding car and motor cycle business (approximately 65 miles from London); the successful applicant would be directly responsible for new and second-hand car sales departments and would be required to interest himself in general sales management; a knowledge of Nuffield marques an advantage.—Replies, giving full personal history, experience and anticipated earnings incorporating salary and commission to Box 1231. [1528]



## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## SITUATIONS VACANT

**ASSISTANT** required for spare parts and accessories stores of garage in West Midlands district, direct service to public demands man of clean appearance and pleasing manner, experience of trade essential, excellent opportunity for right man.—Write with full particulars and wages required to Box 1264. [1602]

## SITUATIONS WANTED

**MOTOR** engineer (37), life experience repairs, etc., seeks change, any progressive position in trade.—Box 1262. [1601]

**MANAGER** (31), garage and production of specialised cars, desires change, experience of general organisation, sales, public relations, control and engagement of personnel; married, no children; no objection overseas post.—Box 1222. [1678]

## BOOKS, ETC.

**1954 "Motorists' Diary,"** 5/- including post.—"Handbooks," 80, Eastern Esplanade, Southend, Essex. [1938]

**HANDBOOKS** of cars and motor cycles; also good assortment of maps at all Halfords branches in England, Scotland and Wales. [0005/R]

**21000** motor instruction manuals, sale-exchange; inquiries stamped envelope; manuals bought.—Pinal, 15, Nashleigh Hill, Chesham, Bucks. [9546]

**UTILITY** bodywork, drawings and instructions, 35/-; "Re-trimming A Car," 1/- post paid.—Craftman Publications, 9, New Street Square, London, E.C.4. [8602]

**HANDBOOKS, 1957-58:** M.G. (all models), 31/5; Midgents, 16/6; Chrysler, De Soto, Dodge, Plymouth, 14/-; Alfa, Singer, 12/6; Chevrolet, Duesenberg, American Ford, "T" Ford, Sunbeam, 10/6; Armstrong, Fiat, Hillman, Hummer, Jaguar, Riley, Rover, 8/9; Cord "A", Ford, Renault, Volkswagen, 7/6; Austin, British Ford, Jowett, Morris, Opel, Standard, Vauxhall, Wolseley, 5/6; inquiries, stamp please; catalogue 500 motoring books, 6d.—Vivian Gray, Mail Order Booksellers, Hurstpierpoint, Sussex. [M2060]

**"MECHANICS For the Home Student,"** By Eric N. Simons, in association with W. D. Burnet, B.Sc., Lecturer in Mechanical Engineering, Sheffield University. Nineteen chapters provide an excellent introduction to elementary mechanics under such headings as Action, Force, Momentum, Power, Applied Force, Friction, Centre of Gravity, Density, Fluids, Gases, Heat, etc. 7/6 net from all booksellers. By post 7/10 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

**"AUTOMOBILE Efficiency: Maintaining Performance with Electrical Test Equipment,"** By E. F. Lawson Helme, A.M.A.E.T., A.M.I.M.I. A valuable handbook describing how to establish an efficient engine tuning, testing and maintenance service. Covers every aspect, including modern service station requirements, tracing lost performance, automobile electrical equipment, electrical workshop practice, organising a battery charging service, commercial development of a tuning service and creating a public demand. 10/6 net from all booksellers. By post 10/11 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

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**"DIESEL Maintenance: A Practical Guide to the Servicing of the Modern Transport Diesel,"** 3rd Edition. By T. H. Parkinson, M.I.Mech.E. Edited by D. H. Smith, M.I.Mech.E., Assoc. Inst. T. Provides valuable information on planning repair schedules, engine maintenance, injection equipment, adjustment of engine auxiliaries, bench and road testing, garage and workshop layout, etc. Illustrated with over 110 diagrams and photographs. 7/6 net from all booksellers. 7/10 by post from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

**"AUTOMOBILE Chassis Design,"** 2nd Edition. By R. Dean-Avers. A textbook on the fundamentals and technique of design for heavy and light vehicles. This greatly enlarged edition covers all the main components of an automobile apart from the prime mover. New chapters discuss the techniques of independent suspension and chassisless construction, and there is a great deal of new material on methods of stress measurement, anti-corrosive treatment of metals, road spring design and treatment. 30/- net from all booksellers. By post 30/8 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

**MANUAL of Hire Purchase Law,** 2nd Edition. By A. C. Crane and A. C. Crane, Jr., B.A. (Oxon). Clearly explains the mass of general legal points affecting hire purchase transactions. Both types are covered—the general law applicable to all cases and the Acts of 1958, which are dealt with clause by clause. 5/- net from all booksellers. By post 5/4 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

**"ELECTRICAL Servicing of the Motor Vehicle: Principles, Design and Choice of Test Apparatus,"** By E. T. Lawson Helme, A.M.A.E.T., A.M.I.M.I. Provides advice on the choice of equipment and outlines the principles of auto-electrical testing and test appliances. 8/6 net from all booksellers. 8/11 by post from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

## BOOKS, ETC.

**"THE Autocar Road Tests 1951"** Contains illustrated reports on the road performances of 30 current British, American and continental cars. Compiled by "The Autocar" Technical Staff and reprinted from the journal. 5/- net from all booksellers. 5/4 by post from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

**"THE Motor Trade: A Guide to Selling, Servicing and Management,"** By H. E. Milburn, M.I.Mech.E. Describes in considerable detail the various sections of the motor trade, indicates the opportunities that exist for ambitious newcomers and suggests possible developments for those already engaged in it. Subjects discussed include: building up a business, planning premises, equipment, stockkeeping, the technique of selling, accounting, costing, wages, advertising, etc. 21/- net from all booksellers. By post 21/8 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

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**"MOTOR Cycle Sport in Pictures: Action Photographs of British and International Racing Trials, Scrambles and Speedway Events,"** Contains over sixty of the finest photographs of motor cycle sport ever taken, each picture having been specially selected by the Editor of "The Motor Cycle." A superb volume, beautifully printed, which at its price represents first-class value. 5/6 net from all booksellers. By post 5/9 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

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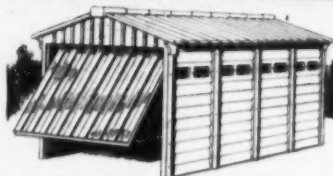
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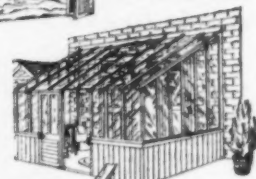
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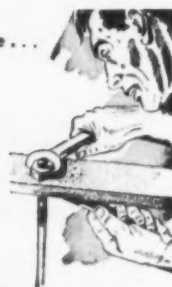
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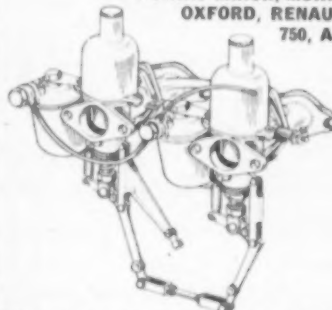


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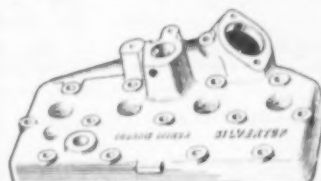
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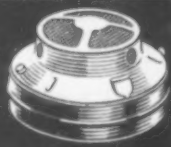
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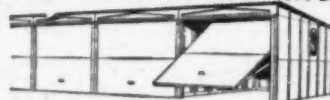
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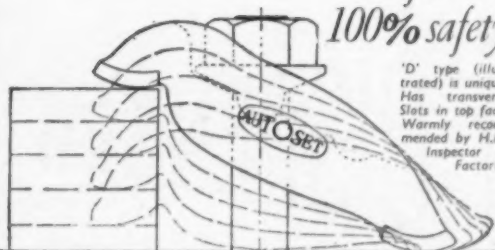
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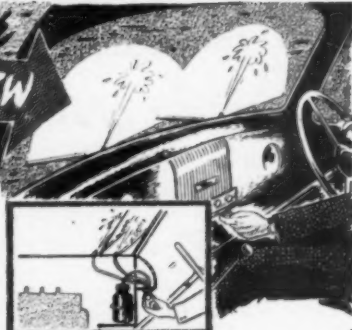
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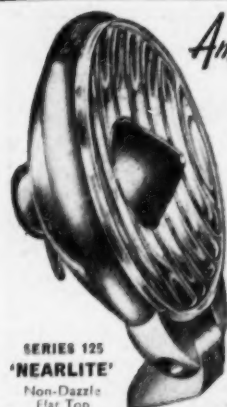
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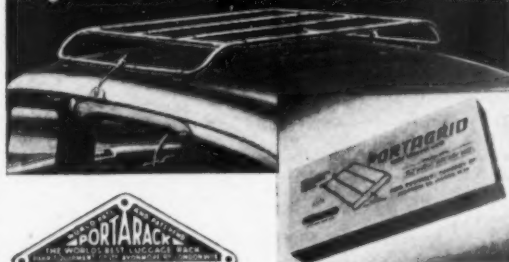
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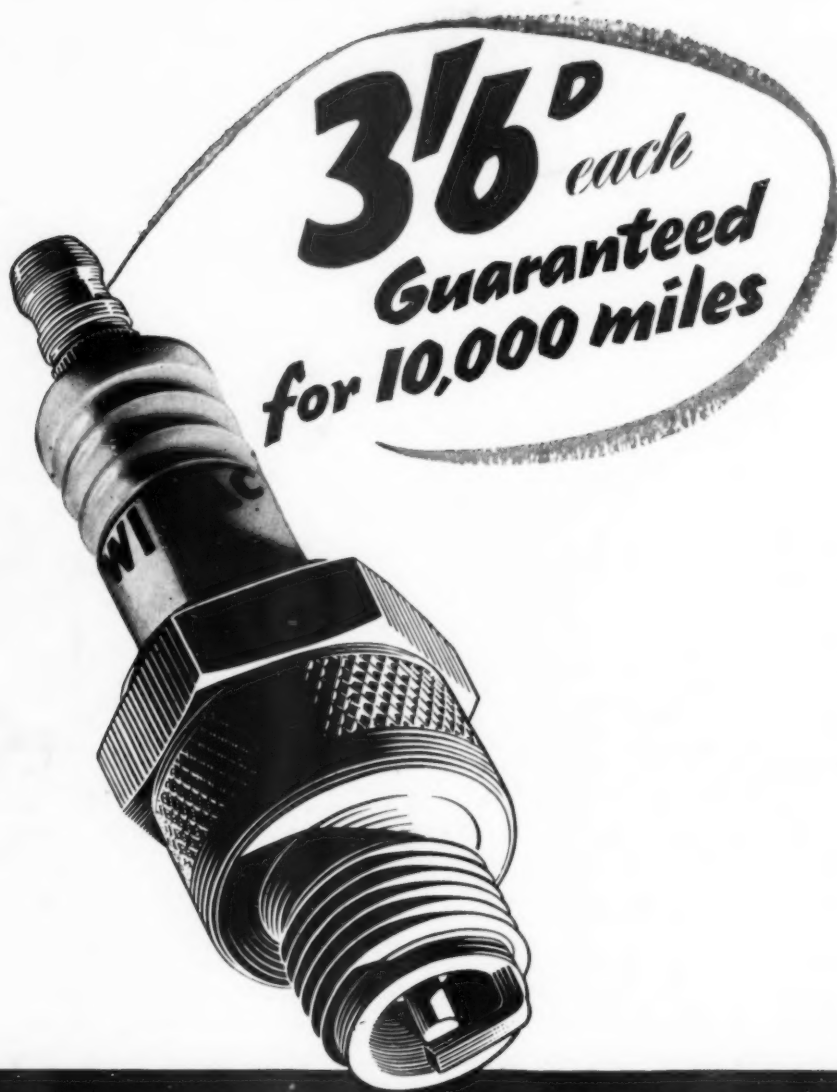
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